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SUPREME COUNCIL'S DELIBERATIONS.

IMPROVED SITUATION REGARDING SILESIA.

The Near Eastern Question.

(Reuter's Service.)

Paris, August 10.
Far from evidence of strained feelings among the committee of Upper Silesian experts, who have resumed their labours, this morning's proceedings were characterized by friendliness and a cheerful atmosphere. It is understood that good progress is being made. It is believed that a solution of the question will be reached shortly. Meanwhile the Supreme Council is deliberating on the Near Eastern situation. An important report has been received showing that Germany is satisfactorily fulfilling her obligations in respect of handing over arms. Only 223 big guns are left, making over 50,000 surrendered or destroyed up to July 24.

Renter's correspondent adds that an undoubted spirit of conciliation is now being manifested, in contrast to the recent irritation. The British Premier's policy of holding the balance evenly greatly impressed his hearers. It is anticipated that the Council will rise on the 13th inst.

French Press Favourably Impressed.

Paris, August 10.
The newspapers are favourably impressed by yesterday's proceedings of the Supreme Council, which are considered to indicate a prospect of complete agreement shortly.

German Press Also Satisfied.

Berlin, August 10.
Mr. Lloyd George's speech to the Supreme Council is welcomed by the newspapers. *Vorwarts* rejoices at the reputation of the French sabre rattling. The *Allgemeine Zeitung* says that the first important news from Paris proves that Mr. Lloyd George is abiding by his pre-conference view. The *Deutsche Zeitung* says that the speech was extraordinarily able and impressive; at last a Power had the nerve to baulk French violence. The *Deutsche Tageszeitung* says that Mr. Lloyd George's candour as regards France is refreshing. The *Boersum Courier* says that it is premature to speak of a British victory, but Mr. Lloyd George achieved an undeniable success.

Polish Bands Repulsed.

Berlin, August 10.
The *Vossische Zeitung's* correspondent at Breslau says that Polish bands crossed the frontier near Rosenberg and were driven back after a fight with the police and British troops. The latter suffered casualties.

Strict Neutrality Towards Near Eastern Belligerents.

Paris, August 10.
The Supreme Council has decided that the Allies will maintain an attitude of strict neutrality regarding the Turco Hellenic war, in which the Allied Governments will not intervene with any form of assistance involving the despatch of troops, arms, or credits, but freedom of private trade is not to be interfered with. Thus private firms are entitled to continue the supply of war material to the Greeks and Turks. The Council has decided to undertake a joint demarche in regard to the belligerents with a view to ensuring the freedom of the Straits.

"Treaty of Sevres Torn Up."

Later
Addressing the Supreme Council on the Near Eastern problem, Mr. Lloyd George said that conditions had changed. The Treaty of Sevres had been torn up by the Allies at the instigation of the Turks, though the Greeks were prepared to accept and act on it. The Greeks were therefore entitled to proceed upon the assumption that the treaty no longer existed, and M. Briand's former dictum that the victors were entitled to the spoils of victory applied to the present occasion.

Co-Operation With the U.S. for Relief of Russia.

Paris, August 11.
The Supreme Council discussed the Russian famine and decided to appoint an international committee to collaborate with the American Red Cross organisation to study the possibility of bringing aid to starving Russia.

Mr. Lloyd George said he had no admiration for the Soviet Government, but relief was impossible without its co-operation. For this purpose only, the Allies should come to an arrangement with the Soviet. The committee will be appointed to-morrow.

NEW HOLLAND-AMERICA LINER.

Keel of Largest Post-War Ship Laid at Belfast.

London, August 10.
The keel was laid at Belfast of the 30,000 tonner *Staten Dam* for the Holland-America Line. This is the biggest ship down laid since the war. Messrs. Harland and Wolff are also building the engines for twelve steamers of the same line, of which the hulls are being constructed in Holland.

NAVAL CONSTRUCTION.

Relative Positions of Britain and the U.S.

London, August 10.
In the House of Commons at question time, Col. Amery agreed that if the Bill dealing with the construction of six battleships and two battlecruisers now before the United States Congress was passed, the United States would still be ahead of Britain in new construction.

BOARD OF TRADE.

July Tables Reveal Immense Shrinkage.

London, August 10.
The Board of Trade returns for July show a huge shrinkage of business as compared with July last year. Imports of £30,757,000 were registered, decrease of £22,370,000. Exports of £43,172,000 showed a reduction of £34,280,000.

THE DAVIS CUP.

America's Team.

London, August 10.
Messrs. Tilden, Johnston, Washburn, and Williams have been selected as America's team to defend their Davis Cup titles.

EXTRAORDINARY EPISODE IN THE AIR.

Mad Observer Attacks Pilot.

(Reuter's Service.)

London, August 10.
The observer went mad and attacked the pilot of an aeroplane above Aldershot to-day. The pilot, after a desperate fight, managed to land with a slight crash. He was re-attacked on the ground by the madman, whom men from the aerodrome overpowered.

Theory Concerning Observer's Derangement.

Later.
The pilot attacked at Aldershot was Paul Bulman, of the experimental section of the Royal Aircraft establishment, who was undertaking an altitude test in which oxygen was used. The observer became insensible, possibly through a flaw in the apparatus. Bulman, alarmed, began to descend when he suddenly received a blow on the head, and found that the observer was temporarily unbalanced. The latter apparently recovered half an hour after he had been overpowered on the ground.

AUSTRALIANS STILL IN FORM.

Two Centuries Against Kent.

London, August 10.
At Canterbury before ten thousand spectators in fine though dull weather, the Australians opened their meeting with Kent. The wicket was fast, and the Australians scored 297 for 4. Armstrong made 102 by powerful driving, his innings including twelve fours. He made his runs in 112 minutes without giving a chance. Macartney, by scoring 133 not out, completed his two thousand runs, and now ranks with Mead, who was the first to reach 2,000. Owing to rain stumps were drawn at 5.40.

Additional Invitations for the Final Test Match.

London, August 10.
Hitch and Sandham have also been invited to attend at the Oval. [Those already invited comprise—Tennyson (Captain), Fender, Douglas, Woolley, Mead, Brown, Russell, Ernest Tyldesley, Parkin, Hallows, Hearne and Parker.]

INTERNATIONAL COURT OF JUSTICE.

Early Constitution Probable.

London, August 10.
On behalf of Britain, the Dominions, and India a batch of six ratifications of the scheme for an International Court of Justice has been deposited with the League of Nations, making thirteen already lodged, while several others are in various stages of completion. Forty-one countries have signed the statute of the Court. It now seems practically certain that the 24 ratifications necessary to establish the International Court will be received before September, and the second Assembly of the League will therefore be able to elect judges and formally constitute the Court. The nomination of judges is progressing. Among the famous jurists' names hitherto received are those of Mr. Elihu Root, nominated by Brazil; Dr. Roscoe Pound, of Harvard, by Siam; M. Poincare, by Portugal; and Lord Finlay, by Chili.

THE ANTI-DUMPING MEASURES.

British Attitude Respecting French Protest.

London, August 10.
In the House of Commons at question time, Mr. Harmsworth said that the French Government had protested against the Safeguarding of Industries Bill on the ground that it would adversely affect French exports. The British Government had replied that it was impossible to give a full reply until the subject had been discussed. The attention of France, however, was called to the recent increase in the French tariff, introduced with the avowed object of safeguarding industries against foreign competition. Mr. Harmsworth added that he must consult the Foreign Secretary before the correspondence could be published.

HARNESSING THE TIDES.

American Engineers' Big Scheme in France.

Paris, August 10.
A group of American engineers backed by American financiers has submitted plans to harness the tides in the Bay of Saint-Michel. The estimated cost is £30,000,000. The engineers propose to construct a barrier twelve miles long across the bay, with special outlets for rivers and openings for steamers. They hope by the installation to produce 6,000,000,000 kilowatt-hours of power, worth £20,000,000, annually. The long drought has broken. It is raining to-day.

RUBBER OUTPUT.

Dutch Growers Reject Further Restriction.

Amsterdam, August 10.
A majority of the Dutch members of the International Association of Rubber Growers, including the largest producers, has rejected the proposals to further restrict output.

HAMBURG IMPORTS MORE BRITISH COAL.

Berlin, August 10.
The increased import of British coal was evidenced by the arrival of ten fully-laden British colliers at Hamburg last week.

RESUMPTION OF GREEK OFFENSIVE.

Athens, August 10.
It is officially stated that operations are progressing in the direction of Ismid with a view to the resumption of the offensive.

HOLLAND ABANDONS INCREASED IMPORT DUTIES.

Amsterdam, August 10.
The Bill recently introduced with the object of increasing import duties has been withdrawn.

(Other Telegrams on Page 2.)

MOTOR BOAT CASE.

Judgment for Auctioneers.

There was concluded in the Summary Court (before Mr. Justice Wood) this morning the case in which Lee Nagel sued Lammet Brothers for \$333, whereof \$425 was for money received by defendants as agents for the plaintiff and \$108 money expended by the plaintiff for the care of the motor boat *Dat Lee*. There was an alternative claim of \$533 damages for negligence.

This case has been twice adjourned, reports of the previous hearings being fully reported in our columns. Mr. Watson appeared for plaintiff and Mr. Crew conducted the defence.

Mr. Crew said His Lordship had intimated that he wished to hear him on two points, the effect of the words "on view now" and the question of negligence. His clients' real defence was that they were not negligent. They did not wish to escape liability on a technical defence but they said that there was no case that they, as auctioneers, were guilty of negligence.

Mr. Crew briefly went into the words "on view now" and then went into his real defence, the defence against the claim for negligence. On July 21st in Messrs. Lammet's auction rooms the *Dat Lee* was put through of a launch lying in Causeway Bay and on the following day defendants received a commodore's order from Mr. Wetton, purchaser, which they did not present. On the following morning they received a letter from Mr. Wetton—and Mr. Crew contended that the auctioneers had a duty towards the purchaser, as well as to the vendor, in informing them that the boat had several parts missing. No one could suggest that anything that Mr. Lammet could have done could have altered the situation. He did what he could; he communicated with Mr. Nagel and Mr. Nagel replied that the spare parts could be found. That information was communicated to Mr. Wetton, but Mr. Wetton replied that he had had the boat examined by experts and he was not going to take her as she was rotten. This information was passed on to Mr. Nagel. Plaintiff knew throughout August that defendants were doing what they could to get Mr. Wetton to take delivery, and the person who should be in Court was not his client but Mr. Wetton. There was no authority to say that it was the duty of defendants to commence proceedings without instructions from their principal and Mr. Lammet had told the Court that he had never received instructions to sue. The case for the plaintiff really boiled down to this: could the plaintiff claim against defendants for negligence in that they, having received a commodore's order, did not present it for payment? The commodore's order came in on the morning of the 22nd and they knew that Mr. Wetton's experts had been to see the boat and they knew that on that day she was not in running order. If the other side could find any authority which said that a commodore's order or cheque should be presented as soon as it was received he would be surprised. The general law relating to auctioneers' liability was that they were not liable for the purchase money unless it was paid to them.

In giving judgment for defendants, with costs, His Lordship said the claim for damages for negligence. In view of the claim failed; firstly, because the contract for sale was an unenforceable contract. The motor launch was sold by auction by defendants on July 21st under an advertisement which gave its dimensions and stated that it was in good working order. The launch on which the auctioneer's flag was flying on the day of sale did not correspond with the description. The launch as tendered to the purchaser afterwards also did not correspond with the description. It included no magnet and was incomplete in one or two other points. After inspection the purchaser wrote the letter, which amounted, in his opinion, to a repudiation of any contract to which he might be considered liable, which followed that this contract, being an unenforceable contract, the plaintiff could claim no damages, nor had he suffered any damages in connection with it. His Lordship also held that the plaintiff's claim failed, and must fail even assuming that this contract for sale was a good contract. He alleged the particulars of negligence against defendants. He alleged that they were negligent in not taking steps by legal proceedings or otherwise to compel the purchaser to take delivery of the motor launch. His Lordship did not think that this was one of defendants' duties. He found that the defendants by correspondence had attempted to induce the purchaser to take delivery of the launch. The second particular related to the commodore's order. The plaintiff suggested that defendants were negligent in receiving the commodore's order in the first instance and in holding it and not presenting it in the second instance. Neither plea seemed to him justified. It was well known in this Colony that commodore's orders pass and the defendants in this case were justified by the custom of their trade by accepting this commodore's order. If there was any negligence in the delay in presenting the commodore's order, it must be granted on the fact that they did not present this commodore's order before they received the letter of repudiation that is to say within twenty-four hours. Their duty was to present this order not at any particular time and not forthwith but within a reasonable time, and in this duty they did not seem to have failed. His Lordship agreed that they were under no obligation to present this commodore's order, having received the purchaser's letter of repudiation. This claim, therefore, failed, in his opinion, both on the grounds that the contract for the sale of the motor launch was unenforceable against the purchaser and also on the grounds that the defendants performed their duty and had not been negligent.

Mr. Watson asked for stay of execution of costs for seven days, with a view to appeal.

Mr. Crew said the usual practice was for the solicitors to give an undertaking that the money would be refunded in the event of the appeal being successful, and on this undertaking being given Mr. Watson agreed to pay the costs of the action.



The above sketch illustrates roughly the position with regard to Upper Silesia. On the aggregate of votes, the plebiscite gave a majority for the Germans; but the voting was taken separately, by communes, some of which showed a majority for Poland. The task of apportioning the territory is rendered more difficult because the communes are situated irregularly, pro-German districts intervening between pro-Polish. In the above sketch the area which it has been proposed shall be allotted to Poland is indicated by darker lines, but the Supreme Council has decided to re-commit the question to the commission of experts.

be considered liable, which followed that this contract, being an unenforceable contract, the plaintiff could claim no damages, nor had he suffered any damages in connection with it. His Lordship also held that the plaintiff's claim failed, and must fail even assuming that this contract for sale was a good contract. He alleged the particulars of negligence against defendants. He alleged that they were negligent in not taking steps by legal proceedings or otherwise to compel the purchaser to take delivery of the motor launch. His Lordship did not think that this was one of defendants' duties. He found that the defendants by correspondence had attempted to induce the purchaser to take delivery of the launch. The second particular related to the commodore's order. The plaintiff suggested that defendants were negligent in receiving the commodore's order in the first instance and in holding it and not presenting it in the second instance. Neither plea seemed to him justified. It was well known in this Colony that commodore's orders pass and the defendants in this case were justified by the custom of their trade by accepting this commodore's order. If there was any negligence in the delay in presenting the commodore's order, it must be granted on the fact that they did not present this commodore's order before they received the letter of repudiation that is to say within twenty-four hours. Their duty was to present this order not at any particular time and not forthwith but within a reasonable time, and in this duty they did not seem to have failed. His Lordship agreed that they were under no obligation to present this commodore's order, having received the purchaser's letter of repudiation. This claim, therefore, failed, in his opinion, both on the grounds that the contract for the sale of the motor launch was unenforceable against the purchaser and also on the grounds that the defendants performed their duty and had not been negligent.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

MALAYAN NATALITE.

Singapore, August 10.
The Malayan Company's offer of the natalite rights of Malaya and the East Indies has been accepted by an Australian Company. Negotiations for a big export of natalite and raw alcohol to Australia and New Zealand is proceeding satisfactorily.

JAPANESE TENNIS PLAYERS.

Singapore, August 10.
Messrs. Shunjiro and Nabamura have defeated Messrs. Wheatley and Dean, the Singapore Recreation Club and the Singapore Cricket Club champions respectively, in successive rounds of the Lawn Tennis Open Championship of Singapore. Japanese players have hitherto not participated in the tennis tournaments of Malaya.

FAILURE TO NOTIFY SMALLPOX.

Singapore, August 10.
Captain Racheed was fined five dollars and Doctor Morey two hundred dollars at Penang for making a false declaration that the s.s. Syria was free from disease when there was a smallpox case aboard. The Doctor declared that he did not suspect the case was one of smallpox.

News in To-day's New Advertisements.

"The Right to Happiness" is the big picture at the Kowloon Theatre to-night—Page 12.
There will be accommodation on the 3.0 p.m. train on Sunday for those who desire to be present at the unveiling of the Memorial Stone at Fanning.—Page 4.
Lammet's are selling off Household Furniture at No. 92 the Peak on August 18.—Page 4.
The Empire Theatre feature for to-night is Anita Stewart in "In Old Kentucky"—Page 12.
The film picture "Vanishing Trails" belongs to the Middle East Film Ltd and anybody using it without proper authority may get into trouble—Page 4.
Mouries call attention to their new Stock of Victorias just to hand—Page 3.
There will be Sales of Land (Shamshui and Bowen Road) at the P.W.D. on August 15.—Page 4.

To-Day's Exchange.

The closing rate of the dollar on demand to-day was 2s. 8½d.

The Weather.

2 p.m. Barometer—29.70. Temperature—86. Humidity—68.

Lighting-Up Time.

Lighting-up time to-day, 6.50 p.m.

GENERAL NEWS.

LITTLE BUSES FOR LONDONERS.

In seeking permission from local authorities to open up new routes, the London General Omnibus Company states that single-deck buses are to be used.

FIRM'S 1,500 "DRY" HANDS.

The Bishop of London is being challenged to substantiate a statement made at Lincoln that he knows of a Midland firm employing 1,500 hands, all of whom are testotallers.

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EARLIER TELEGRAMS

THE SUPREME COUNCIL.

Paris, Aug. 9.
 Mr. Lloyd George, Lord Curzon and Viscount Hayashi, the Japanese delegate, were met at the station by M. Briand and warmly cheered by a large crowd. Mr. Lloyd George and M. Briand dined together privately. Conference activity is scheduled as follows:—First, the Upper Silesian problem, then questions concerning the trial of German criminals and sanctions now applying to Germany, military, naval and air control, the Eastern question and relief for the Russian famine. The French delegation includes M. Briand, Cabinet Minister Loucheur and the Secretary General of the Foreign Office, M. Berthelot.
 It is authoritatively stated that Mr. Lloyd George does not intend to go personally to the Washington Conference.

IMPERIAL CONFERENCE.

London, Aug. 10.
 Reviewing the Imperial Conference, Premier Massey declared that the Anglo-Japanese Alliance was threshed out from every possible viewpoint and the weight of opinion favoured continuance of the present arrangement unless an arrangement can be effected between Britain, America and Japan. Mr. Massey opined that if this can be effected at the Washington Conference more progress will have been made towards the millennium than many people deem possible.
 Mr. Massey laid stress on the need for cheaper cables, development of wireless, the duplication of the Pacific cable, lower freights, faster mail vessels and improvement of aviation.

THE WASHINGTON CONFERENCE.

Washington, Aug. 10.
 Japan's acceptance makes an unanimous agreement on the opening of the Disarmament Conference on Armistice Day. It is expected that an invitation will be issued without delay. Officials opine that prompt replies will hasten negotiations into the second phase, viz., the consideration of a list of subjects discussable. It is expected that the invitations will merely state the general purposes of the conference and possibly make the suggestion that each principal nation's representation shall aggregate only five or six. It is surmised that Mr. Hughes will head the United States group.

THE MOROCCAN FIGHTING.

Madrid, Aug. 10.
 An official communique from Melilla states that hostilities have ceased. The enemy forces appear less numerous, but on the other hand other reports represent General Navarro's position as more critical. He and his men depend for water on ice conveyed daily by Spanish aeroplanes. A gruesome story is regarded the fate of General Sylvestre comes from Tangier, that a party of Arabs were displaying the Spanish General's head on the end of a spear.

THE NEAR EAST.

Paris, Aug. 10.
 While experts were engaged on the Silesian question the Supreme Council discussed the Near East. Experts presented their reports and Colonel Heywood, formerly attached to the Greek Army, stated that the Greeks' capture of Eskişehir and Afunkarahissar had conferred freedom of movement which may have far-reaching consequences. He declared that the capabilities of the Greek army were underestimated. It is believed the Powers have decided to accept the first request made by either Greece or Turkey for mediation.

BRITISH BUSINESS REPRESENTATIVE AT MOSCOW.

London, Aug. 10.
 Mr. Hodgson head of the British Commercial Mission to Moscow, reporting his safe arrival, says that he interviewed Tchicherin and confirms the statement that the Soviet has liberated all Americans, the latter being placed under the protection of the Latvian Minister who is arranging their repatriation.

OFFICIAL CHARGED WITH EMBEZZLEMENT.

Springfield, Aug. 10.
 Governor Small has surrendered to the Sheriff, who waited all day long with a warrant in the corridors of the Capital.
 [General Small is charged, together with Lient-Governor Sterling and Mr. Vernon Curtis, a banker, with embezzling public funds amounting to \$3,200,000. Governor Small issued a statement proclaiming his innocence and asserting that his enemies were trying to assassinate him politically.]

PRISON MUTINY.

Vienna, Aug. 10.
 Dissatisfied with the disciplinary measures the convicts of Stein prison mutinied. The military were called in whereupon the prisoners began to demolish the furniture. Reinforcements had to be summoned and opened fire. Three convicts were killed.

EX-EMPEROR KARL.

Copenhagen, Aug. 10.
 According to the newspapers ex-Emperor Karl has decided to take up residence in Denmark if passports are obtainable. Inquiries are at present being made for a suitable residence.

INTERNATIONAL COURT OF JUSTICE.

Geneva, Aug. 10.
 France has ratified by statute the Court of International Justice.

DIESEL ENGINES.

New York, Aug. 10.
 The Philadelphia Ledger learns that the Japanese Government has ordered Diesel engines of the value of \$1,250,000 for installation in giant submarines, from a Swiss firm. It is stated that the engines are twice as powerful as those ordered from the same firm by the United States Navy.

THE DAVIS CUP.

New York, Aug. 10.
 The Indian Davis Cup team has arrived.

EARLIER TELEGRAMS

INDUSTRIAL SLUMP GRAVER.

London, Aug. 10.
 An extraordinary sight is to be witnessed on the Scottish railways where miles of unwanted coal-laden wagons stand alongside hundreds of empty goods trucks. This is the outcome of large consumers refusing to pay the high prices demanded for coal which they contend is thrice more than trade conditions can stand. Domestic coal is also severely boycotted. The ironmasters refuse to operate blast furnaces as there is a famine in pig iron. Locomotive builders in Glasgow have reduced weekly hours by 16, owing to the cancellation of orders. Hundreds of miners are again workless.
 Cardiff distributors have given notice of a reduction in the price of household coal of eight shillings per ton. Prices are rapidly slumping at Newcastle where steam coal was yesterday offered at \$2/6 as compared with 42/6 last week and good bunkers are now obtainable at thirty shillings.

BRITISH STEEL BARS.

London, Aug. 10.
 In South Wales the Siemens Steel Association has decided further to reduce the price of steel bars by another pound sterling per ton to 170 shillings in order to cope with foreign competition. Belgian bars are being offered in Swansea at 145 shillings.

LIQUOR FOR MEXICO.

Detroit, Aug. 10.
 The United States District Court has issued a temporary injunction restraining American revenue officials from interfering with shipments of bonded liquors through the United States to Mexico. The complainants, Hiram Walker and Sons, Limited, Ontario, declared that such interference violated the Anglo-American Treaty of 1871.

A WAR MEMORIAL.

Paris, Aug. 8.
 The French, Belgian and Italian Governments were represented at the unveiling of the Belgian and Luxemburg monument to 282 inhabitants shot by the Germans in 1914—Vale.

RUNAWAY CONCUBINE.

Figures In Extradition Case.

The hearing was resumed at the Magistrate's yesterday afternoon of an application made by the Government (represented by Mr. T. M. Hazlerigg, Assistant Crown Solicitor) for the extradition of a man and a woman to Canton on a charge of stealing \$1,100 worth of jewellery from a Chinese banker in Canton. The proceedings were instituted at the request of the Canton Government.

The woman is the concubine of the banker and it is alleged that she stole the jewellery during her husband's absence and eloped with the male fugitive.

Mr. G. K. Hall Brutton appeared for the defence.

The case for the Crown having closed, Mr. Brutton called the female fugitive to give evidence. She claimed all the alleged stolen jewellery, some of which, she said, had been presented to her by her husband before she became his concubine.

With regard to the stolen bracelets, the fugitive said one pair belonged to her, while the remaining three pairs had been given to her by her husband. It was not true that the complainant's first wife purchased two of the gold bangles.

The fugitive also mentioned the names of the shops where she ordered the bangles and the price. She was supplied with receipts for the money but kept them in a trunk, which was also used by her husband. She had about \$200 savings when she married complainant. It was true that she received \$70 a month for household expenses, and of this amount she saved \$3 or \$10 a month.

Examined by Mr. Hazlerigg, the fugitive admitted having appointments with the male fugitive in Canton on June 1st and 2nd. She threatened to leave her husband in March this year when he assaulted her, and decided to execute the threat at the beginning of June. Before she left her husband she sent her clothing to the male fugitive, but not her jewellery. She asked him to arrange accommodation for her in Hongkong. She did not quarrel with complainant's amahs, and she believed that their statements that they did not see her wearing her jewellery were made with a view to supporting the complainant's case. She was not turned out by her husband and the latter's first wife.

Mr. Hazlerigg: Why did you say in answer to a charge of unlawful possession at the Police Station?

The fugitive: The complainant tried to turn me out last year.

Mr. Hazlerigg: I put it to you that if the jewellery belonged to you you would have said that you bought it in your statement!—I said I didn't steal.

Why didn't you say the jewellery belonged to you?—This did not occur to me at the time.

Why did you leave No. 592, Queen's Road West, precipitatedly? The male fugitive went to live in the servants' quarters of the Government Civil Hospital. He sent his friend, an employee in the hospital, to ask me to join him.

The fugitive admitted that she did not notify the principal tenant when she left the house.

Mr. Hazlerigg: I put it to you that you left your house because you knew that you were going to be arrested by the Police?

The fugitive: No.

Mr. H. K. Woo, solicitor, Geo. E. Hall Brutton and Company, said that on July 17th, he went to the Tung Shing jewellery shop, 70 Su See Street, Canton, in connection with this case. After some reluctance the master of the shop showed him two of his books, containing three entries which related to jewellery bought by the female fugitive. These entries were photographed in his presence.

Mr. Woo produced three prints which corresponded with the receipts for three pairs of the stolen bangles produced.

Mr. Woo was then asked to decipher several Chinese characters engraved on another pair of bangles to verify the female fugitive's statement that she bought them from another jewellery shop in Canton. Mr. Woo said the fugitive's statement was correct.

A photographer, who accompanied Mr. Woo to Canton, gave corroborative evidence.

Mr. Brutton said he would defer arguments on legal points. He would deal with the facts of the case first.

Mr. Lindsell asked Mr. Brutton if he wished to address him. Mr. Brutton replied that he preferred to do so at the next hearing.

The case was adjourned until Monday.

GENERAL NEWS.

RIGHTS OF LANDLORDS.
 "I know well the difficulties of tenants, but landlords retain a few rights still."—Judge Sir A. Tobin in a London County Court.

LORD HALDANE ON NEED FOR NEW METHODS IN UNIVERSITIES.
 There was a class division in knowledge which went deeper than any other division, and it was this which was producing much of the industrial unrest to-day, said Viscount Haldane in his address to the Congress of the Universities at Oxford. All over the world those who worked with their hands were calling for the higher knowledge, without which they felt they could not be free. We could not bring democracy into the universities, concluded his lordship, but we could enable universities, with more trained teachers, to go forth into the highways and by ways to meet this new demand, which went to the very root of the welfare of the State. Most of the other speakers urged the necessity of adopting university education to the needs of modern industry.

SHIP REQUISITIONING

Important Singapore Judgment.

In the Supreme Court at Singapore on 3rd August, Mr. Justice Harcourt-Lennard delivered judgment in the important case of the Eastern Shipping Company versus the Attorney-General. The case was heard a few days ago when Mr. Roland Braddell and Mr. P. Simpson (Pencang) appeared for the plaintiffs whilst the Attorney-General was represented by Mr. M. J. Upcott.

His Lordship said: This is an action brought against the Attorney-General as the representative of the Crown claiming (1) a declaration that the plaintiffs are entitled to compensation for the unauthorised expropriation by the Crown of nine steamships belonging to the plaintiffs; (2) a declaration that the plaintiffs are entitled to compensation in respect of the unavoidable deterioration of certain marine stores left in their hands when such expropriation took place; and (3) a declaration that the plaintiffs are entitled to have such compensation assessed by or under the direction of the Court.

The Attorney-General confessed the right of the plaintiffs to declarations (1) and (2). The answer made to the prayer for declaration No. 3 is that the steamships were requisitioned by the Governor in exercise of the power for that purpose vested in him by clause 6 of an Imperial Order in Council, dated 26th October 1903, which was published in this Dependency on 3th August 1914, and that under clause 13 of such order any compensation due to the plaintiffs must be assessed by a Board consisting of five persons, of whom one shall be a Judge or

Superior Magistrate; two shall be Officers, either in the service of the Civil Government, or His Majesty's naval or military service, and the other two shall be inhabitants of this Dependency. The plaintiffs counsel stated that no objection would probably have been raised to the tribunal described if the chairman of it had been one of the Judges of this Court. But the learned counsel intimated that the plaintiffs will not voluntarily refer their claims to such a Board as the Government constituted.

Can the Plaintiffs Claim Relief?
 It follows that the real question is whether the plaintiffs can obtain the relief which they seek in the present proceedings. I have never doubted that in the absence of special circumstances to be hereafter mentioned, the procedure, and the only procedure, open to the plaintiffs would have been a Petition of Right in the form given in one of the Schedules to the Crown Suits Ordinance 1878. An examination of Section 15 of the Ordinance and of the case of Attorney-General versus Womys (43 A. C. 192) will show that a Petition is applicable when the relief claimed or prayed for, is the restitution of any corporeal right on a return of lands or chattels, or a payment of money or damages founded on some wrong or injury done. With reference to the last branch of this proposition it is the case that the Crown in many Colonies has always undertaken works which in England were carried among the activities of private persons, and therefore the Secretaries of State or other responsible Ministers have in framing or suggesting legislation, thought right to deprive the Crown of the immunity for torts committed by its servants which it enjoys at common law. Nevertheless no modern case can be produced which illustrates the grant of the necessary relief otherwise than upon a Petition of Right.

Petition of Right.
 An ordinary action against the Attorney-General of this Dependency can only be instituted in cases falling within Section 57 of the Crown Suits Ordinance. These are all cases in which a Petition of Right is not applicable and the Crown brought before the Court, the Attorney-General, as representing the interests of the Crown, being made a defendant. According to the present practice no Order is even made in any ordinary action requiring the Crown to do any act. The Court simply declares that the Crown is or is not, entitled to certain property, or that a Will or Settlement does or does not, create a charitable trust, or that the Crown can, or cannot, insist that a particular thing be done.

(Continued on Page 8.)

NOTICE.



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SHIP REQUISITIONING.

(Continued from Page 2.)
Chancery Cases.

I quite realise that what I have stated was not perhaps the practice followed in the old Court of Chancery. Cases like *Rowland v. the Attorney General* (Hardres 163), which point to the conclusion that a Petition of Right claiming equitable relief was not at one time heard by the Court of Chancery. Bills were exhibited against the Attorney General and declarations, having all the effect of Orders, were regularly passed. It may be that Petitions were supposed to be confined to matters of which the Common Law Courts took cognisance of, or that the Lord Chancellor, who endorsed the Petitions, did not care to name his own Court of which for a very long period—he was the sole Judge. Be this as it may, I know that no lawyer to-day ever seeks, either directly or indirectly, to recover, or get possession of, anything under the dominion of the Crown except by way of a Petition.

Now, the result of the third declaration sought, if made, will be to deplete the coffers of the Crown, and on this ground I came to be conclusion above expressed. The special circumstances to which I have alluded are as follows. A Petition of Right was presented to the Governor on 10th December 1915. No acknowledgment of it was given until 22nd February 1919. On the day the Acting Colonial Secretary (Mr. W. George Maxwell) wrote to the plaintiffs' solicitors: "I am directed to inform you that, as your clients' ships have been requisitioned by the Crown by virtue of the Royal Prerogative and not under the Defence Order in Council 1895, your clients are not entitled to compensation to be assessed by a Board to be appointed under the said Order. In Council, and indeed are not legally entitled to any compensation at all. The Crown, however, is willing to pay or grant to your clients a sum by way of compensation based on the rates of hire payable to the owners who have signed the *Liner Requisition Charter Parties*. (2) Under the circumstances, the Governor in Council does not see his way to endorse as prayed your clients' Petition of Right."

Crown Refusal.

The Crown consistently refused until after the institution of this action to recognise any duty of perfect obligation towards the plaintiffs. The Attorney General, on behalf of the Crown, now admits that there never was the slightest justification for citing the prerogative, or refusing the fiat or for assuming that the Crown was not bound to pay for the use of the ships. In other words, a fiat upon a Petition presented with a view to obtaining payment of compensation would now be granted as of course, in these circumstances the use of a Petition would be an idle ceremony.

The King's Honour.

Further, I am of opinion, to use some of the language of Baron Atkyns in *Pawlett v. the Attorney General*, that it would derogate from the King's honour to imagine that he, as the fountain head of justice and equity, could possibly desire his subjects, already smarting under grave injustice, to change the headings of their cause-papers and start proceedings as of right afresh. In connection with this topic it is right to notice three arguments.

Argument Unworthy of Consideration.

First it was said that the Petition presented in December, 1915, merely referred to the Imperial Order in Council, and that the plaintiffs in this action deny the application of such order, and allege that the Crown acted in a manner wholly unauthorised by any rule of law or equity. From these premises the conclusion drawn was that the Governor in Council never refused to fiat the prayers now before the Court. Whatever may have been the merits of such an argument in the eye of formalists, it is to-day unworthy of serious considerations, and it is not the type of argument which this Court expects to hear on behalf of the Crown. It is within the knowledge of the pupil-room that the Court can amend any Petition or other pleading so as to do right between the parties. And this is the only answer it is necessary to give.

"May" Implies "Must."

Secondly, it was contended that the Governor-in-Council has an

entire discretion as to whether he will fiat a petition and that this Court cannot directly or indirectly review his decision. Section 19 of the Crown Suits Ordinance enacts that the petition shall be considered by the Governor-in-Council, who, if it appears to him that the claim is a bona fide claim which cannot be amicably settled, may order that right shall be done. The question whether the word "may" imposes an imperative obligation or creates a mere power has been debated in our Courts on very many occasions. The rule to be extracted is stated by Lord Cairns in *Julius v. the Bishop of Oxford* (5 A. C. 214 at 225). He said: "My lord, cases to which I have referred appear to decide nothing more than this: that where a power is deposited with a public officer for the purpose of being used for the benefit of persons who are specifically pointed out, and with regard to whom a definition is supplied by the Legislature of the conditions upon which they are entitled to call for its exercise, that power ought to be exercised and the Court will require it to be exercised." The foregoing statement is the one which, until instructed by superior authority, I shall accept as representing the true doctrine. It indicates, I think, that, if a claim is made in good faith and cannot be amicably settled, the petitioner has an absolute right to the fiat. To cite English practice under 22 and 24 Vict. chapter 31 is beside the mark. Section 2 of the Imperial Act is as follows: "The . . . petition shall be left with the Secretary of State for the Home Department, in order that the same may be submitted to Her Majesty for Her Majesty, if she shall think fit, may grant Her fiat that right shall be done."

In the Colony.

Here the Crown's chief executive officer grants the fiat, and obviously he is in a widely different situation to the great personage who actually executes the office of the Crown. I may add, however, that in England a fiat is never refused on the ground that the petitioner is very unlikely to succeed. It is granted at the instance of every person who prefers a case in good faith and the legal aspects of it are determined by the Courts and not the Attorney General. This is in accord with the spirit of lofty impartiality which has in modern England gained for that wonderful creation of law, called the Crown, the millions who own it allegiance.

The third argument was that the plaintiffs ought to have applied for the enforcement of the duty to grant the fiat, assuming, of course, that such a duty existed. The exact nature of the application was not specified but I gathered what it ought to have been for the issue of the prerogative writ of mandamus. I think that the contention is sufficiently answered by an earlier portion of this judgment.

War Rights in Peace Time.

I pass to the question whether the Crown can found a case on the Order in Council of Oct. 26, 1895, or on an amending Order dated March 21, 1916, and published here on the 20th of the following May. Though the plaintiffs, by their pleading impeach the validity, in point of law, of clauses 12 and 13 of the Order of 1895, it was assumed that the two Orders are still in force for all purposes. The notion that the Crown in the exercise of the prerogative, can, during a period of peace, subject the inhabitants of a British dependency to obligations wholly at variance with the fundamental concepts of our constitution is so startling that I should be slow in yielding assent to it. It is not, however, necessary to reach any conclusion upon the point for three reasons:

No Power to Expropriate.

First, the plaintiffs' ships were expropriated on Oct. 5, 1918, when this Empire most certainly was at war, and the legislation no doubt justified. Thus it may very well be that if such expropriation were lawful, the resulting claim for compensation ought to be assessed in the manner mentioned in clause 13 of the Order of 1895.

Secondly, I am of opinion that the plaintiffs' ships never were expropriated in exercise of any powers conferred upon the Governor of this Dependency.

Thirdly, and in the alternative, the Crown is not now at liberty to invoke clause 13 of the Order of 1895. Clause 6 enacts: "The Governor may require any person to supply any animals, vehicles, ships, boats or other personal property, belonging to or under the

control of such person, to the Government, if such property be required in aid of or in connection with the defence of the Colony, and in default of the person supplying the same, may seize and take possession of and retain any such animals, vehicles, boats or any other personal property for such purposes."

The Requisitioning Letter. Clause 4 of the amending Order enables the Governor to delegate the power above set out to the naval or military authorities in the Colony. The notice of the intention to seize the plaintiffs' ships is contained in a letter in the subjoined form. It is addressed to the plaintiffs' managing director and is signed by the Colonial Secretary, Mr. F. S. James.

"Sir.—In view of the refusal of your Directors to sign the Charter-party under the *Liner Requisition Scheme* I have to give you notice that as from the 7th inst. your vessels, steamships Punjab, Perak, Perlis, Jin Ho, Renong, Trang, Omapers, Pin Seng, and Ghirbi will be removed from your management and in future be run and managed by Mr. Quah Beng Kee. You will, therefore, hand over all necessary documents and supply all information to that gentleman, as he may require."

Not the Necessary Notice.

This is not such a notice as the Orders in Council contemplate. Persons whose property was about to be seized had an absolute right to a notice or other document signed by the Governor, or by one of the persons mentioned in the amending Order in Council and containing a reference to clause 6 of the Orders in Council. In my opinion it was incumbent on the Governor to pursue strictly the authority given to him.

With reference to my third proposition, the Governor in Council in order to place the plaintiffs entirely at the mercy of the Crown, deliberately elected to waive any possible title traceable to the Orders in Council. In my opinion that election cannot now be ignored in order to force the plaintiffs before a Board to the constitution of which they object. I have now disposed of all the defences.

Plaintiffs' Rights.

In my opinion the plaintiffs are clearly entitled to the three declarations which they seek and to the costs of this action. The plaintiffs urge that the first declaration should be prepared with an expression of opinion on the part of the Court that the Crown wrongfully trespassed upon and converted the nine ships to its own use. There is no occasion for any expression of opinion in the formal order as to the ground upon which the liability to pay compensation rests. The plaintiffs do not suggest that the measure of the compensation depends in any way upon the errors made by officials. Therefore, the question as to whether such acts were tortious or innocent is, in this action, of academic interest only. But if the plaintiffs had sued persons who purported to act under Governmental authority, it would have been of the greatest importance, from the view-point of such persons, to establish that the seizure was not invited. For this reason, I abstain from expressing the view which I have formed upon the point.

Two Comments.

Before parting with the case I think it desirable to comment on two matters. First, there would, probably have been no trial at all had the Colonial Secretary shown wisdom and toleration during the negotiations with the plaintiffs' Board of Directors. His view as to the rights of Crown was quite unfounded and yet he sought to enforce it by language and other conduct calculated to outrage the feelings of the gentlemen in question and awaken great anxiety as to whether adequate compensation ever would be paid. As to the official attitude subsequent to the seizure of the ships, the best comment, perhaps, is that the Attorney General's advocate has not advanced one word in defence of it. This brings me to the last matter. I noticed, not with surprise, but with regret, that neither of the Law Officers thought it incumbent upon him to appear at the bar. Now, according to an usage grown venerable with age and not lightly to be broken in upon, the highest Courts in England and in every British dependency will conduct before them cases, to which the Crown is a party, if of great public importance or difficulty. It is not in my opinion, consistent either with the dignity of this Court or with that of the Government that the

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HONGKONG.

GENERAL NEWS.

EARLY HOME OF QUEEN BESS.
Ashridge Estate, Bucks, one of the seats of the late Earl Brownlow is to be sold. Queen Elizabeth lived at Ashridge when a princess, and Edward I held his Parliaments there.

NO FREE POSTAGE FOR L.G.C. CANDIDATES.

A proposal that candidates for L.G.C. elections should be allowed free postage has been rejected by the Local Government Committee.

LARGEST THEATRICAL CONTRACT.
Mr. George Driscoll, of the Trans-Canadian Theatre Trust has made a contract amounting to £100,000 with Mr. Albert de Courville's revues. This is the largest contract ever signed to an English producer.

SOVIETS AND LIFEBOAT INSTITUTION.

From the Department of Salvage, Diving and Life-Saving work of the Soviet Republic, the Royal National Lifeboat Institution has received a request for details with regard to improvements and innovations carried out by the Institution.

NEW ADVERTISEMENTS.

WANTED.

WANTED.—Competent Stenographer with knowledge of filing—Apply Box No. 591 c/o "Hongkong Telegraph."

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TO LET.—With immediate possession, No. 4 Queen's Road Central Hongkong. Offices only situate on the 1st, 2nd, 3rd, 4th, and 5th Floors. Entrance in Duddell Street, Hongkong, with use of two lifts, each floor fitted with Electric Wiring for lights and two lavatories. Apply to Box 593 c/o "Hongkong Telegraph."

TO LET.—Shameen, Canton.—A well-built and desirable house, suitable for office and residence. Immediate possession. Apply to David Sassoon & Co., Ltd. Hongkong.

TO LET.—One Flat to let in Tavi Building 41, 1st Floor, Nathan Road, Kowloon.—Apply to J. P. Vasunia 38, Wyndham Street 1st Floor.

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FOR SALE.—Overland motor car 1920 model in splendid condition, spare wheel type and all accessories. Owner driven. Price for cash \$2,200 or near offer.—Apply Box No. 598 c/o Hongkong Telegraph.

NOTICE.

NOTICE is hereby given that the exclusive exhibition rights for Hongkong & China of the Serial Cinematograph picture entitled "VANISHING TRAILS" consisting of a set of 15 episodes of two reels each is the property of the Middle East Films Ltd. and further that these rights can only be sold or leased by the Middle East Films Ltd. or their duly authorised agents.

Proceedings will be taken against anybody exhibiting such films who have not obtained proper authority from the Middle East Films Ltd. to exhibit the same.

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Solicitors for THE MIDDLE EAST FILMS LTD Hongkong, 10th August, 1921.

KOWLOON-CANTON RAILWAY.

Unveiling of Memorial Stone at Fanning on Sunday the 14th instant.

Accommodation for those desiring to be present will be provided on train leaving Kowloon at 3.00 p.m. Return from Sheng Shui at 6.17 p.m.

By Order,
H. P. WINSLOW,
Manager.

Kowloon, 10th August, 1921.

PUBLIC AUCTION.

THE Under-signed have received instructions to sell by Public Auction on

Thursday, the 18th Aug., 1921 commencing at 2.45 p.m. at No. 6 Stewart Terrace, No. 92 the Peak

A Quantity of Valuable Household Furniture

Comprising—
Teak batstand with bevelled mirror, Chesterfield sofa and arm-chairs, made by Powell Ltd., Carpet, Lace and Casement Curtains, etc.

Teak extension dining table and chairs, sideboard with bevelled mirror, dinner wagon, ice chest, tea tables, dinner crockery and glassware, etc.

Teak double bedstead, Brass mounted single iron bedsteads, Teak wardrobe with bevelled mirror, marble top washstand, toilet crockery, etc.

On view from Wednesday the 17th August (afternoon)

Catalogues will be issued.

Terms: Cash on delivery

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NOTICE.

The Public are hereby notified that when trolleys are run to and fro across Canton Road, Kowloon, between the Hongkong & Kowloon Godown Co's premises and their timber yard opposite, a man will be stationed in the road to give warning to other traffic—by day with a red flag, and by night with a red lamp. To prevent accidents the public should pay strict attention to these signals.

E. D. C. WOLFE,
Captain Superintendent of Police
Hongkong, 9th August, 1921.

CONSTITUTIONAL REFORM ASSOCIATION.

Peculiarities of Petition.

The Legislative Council of Hongkong makes the laws and levies the taxation for all purposes in the Colony.

This Council is composed of 14 members—8 official and 6 unofficial. All the officials are obliged to vote as directed by H.E. The Governor, whose will is therefore law.

Of these 6 unofficial members of Council 4 are selected by The Governor, and only 2 go through any form of election.

These two are chosen respectively by the Chamber of Commerce and the unofficial Justices of the Peace, the latter of whom are appointed by the Governor. These two bodies number together only about 330 electors. As, however, many belong to both bodies, the actual number of individual voters is less than 330, for some of them have two votes each. The rest of the community have no vote at all.

The Petition, which you are invited to sign, asks the House of Commons to remedy this state of affairs by—

1. Substituting the principle of election for nomination in the case of the non-Chinese members, so that they may, in fact as well as in name, represent those on whose behalf they speak and vote.

2. Granting an unofficial majority of one (subject to adequate safeguards) by increasing the number of unofficial members of Council from 6 to 9.

3. Creating a wider electorate for the above purpose by giving the vote to all British subjects on the Jury List and to those who are qualified for Jury service but exempted from it by reason of their occupations. This would embrace many Government servants and members of the Imperial Forces in the Colony. The representation of the Chamber of Commerce would be left unchanged, as it is felt that the important local commercial and shipping interests require direct and expert representation. The Chinese representation would be increased from two to three members in order to maintain the same proportion as at present. These members would continue to be appointed by the Governor.

H.E. The Governor has reported to the Secretary of State for the Colonies in favour of the election of all non-Chinese members and has added that he is agreeable to an increase in the unofficial element provided the official element is increased accordingly.

He has expressed a doubt, however, whether any change is generally desired.

YOU ARE NOW ASKED TO REMOVE THIS DOUBT BY SIGNING THE PETITION.

R. C. WITCHELL,
Hon. Secretary.

Hongkong, 2nd August, 1921.

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NEW MEN AT THE HELM.

Signor Bonomi's Cabinet.

The "Summer Ministry," as specialists call Signor Bonomi's new Government, is not at all the sort of Ministry the Fascisti and Nationalists hoped for when they brought about Signor Giolitti's resignation, writes the Rome correspondent of the Times. Indeed, the three parties of the Right are openly hostile to the new Ministry, since Signor Bonomi was unable to agree to their conditions, which included the retention of Porto Barros and Fiume by Italy and since the Cabinet includes two Ministers—Signori Beneduce and Giuffrida—who are openly followers of their arch-enemy Signor Nitti. One member of the Liberals of the Right, Signor Belotti, has accepted the portfolio of Commerce and Industry, and for this act of independence the three parties of the Right will doubtless expel him.

The Popular Party have good reason to be pleased with themselves, since they are now represented by three Ministers—Signori Rodino, Mauri, and Micheli—instead of two. The Socialists are neutral and benevolently neutral, especially because the Right is hostile. The Cabinet is nominally a little more inclined to the Left than was that of Signor Giolitti, and any possibility of a more pronounced Nationalist attitude in the Adriatic seems therefore excluded.

It is permissible to prophesy about a Cabinet consisting chiefly of new men (in this its weakness) one would think the policy of Italy in the wider field of foreign affairs will not show any change at all. The new Foreign Minister, the Marquis Della Torretta, despite the fact that he is not yet 50 years old, has already won the confidence of Russia and Vienna, and although he is a Sicilian I am assured that he weighs his words as carefully as anyone from Turin or Milan. He was to have been the president of the Porto Rose conference, which I hear on good authority will probably be postponed till the autumn on the suggestion of the British Government with the support of the Italians.

The new Prime Minister, like his Foreign Minister, is only 48 years of age. He took the degrees of natural science and jurisprudence at Bologna University, then became a journalist, and was the chief editor of the Socialist "Avanti" until Signor Bissolati left the Socialist Party, and he has held various Ministerial portfolios since 1916.

GUN WITH RANGE OF 300 MILES.

A New York report says an Englishman named John Temple may have developed, it is claimed, to have a projectile weighing five tons a distance of from 200 to 300 miles. The velocity ranges from one to five miles per second. At a demonstration given by Dr. Miller Hutchinson, formerly Edison's chief engineer, with a miniature gun of the new type, a projectile three inches long was driven half-way through a sheet of steel with a noise no louder than the click of a typewriter.

NOTICE.

The Petition for a more Representative form of Constitution in Hongkong will be collected, from the places where it has been deposited for signature, on Monday 15th, inst.

THE COWIE HARBOUR COAL COMPANY LIMITED.

SILIMPON COAL.

The undersigned are prepared to quote prices for best quality freshly mined SILIMPON COAL, trimmed into Bunkers at SEBATTIK or SANDAKAN (British North Borneo) or to contract for regular Bunker Supplies for 6 or 12 months at favourable rates.

Steamers calling at SEBATTIK or SANDAKAN exclusively for Bunkers are exempt from payment of ordinary Port Charges. The minimum draft of water alongside the Company's Wharf at Sebatik is 24 feet at low water for a fortnight. As luck will have it, many of the best Shanghai swimmers have lately returned from leave to the United Kingdom, and some feel very dubious about having another fortnight's "holiday" so soon after their return. Fetherstonhaugh, of the Rowing Club, one of the best short distance swimmers we have, is one who will probably find it impossible to get away.

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"TEIRESIAS"	16th Aug.	London, Amsterdam & Antwerp
"CALCHAS"	30th Aug.	London, Amsterdam & Antwerp
"KEEMUN"	6th Sept.	London, Rotterdam & Hamburg
"NELEUS"	13th Sept.	London, Amsterdam & Antwerp

LIVERPOOL SERVICE

(Direct or via Continental Ports)

"CYCLOPS"	19th Aug.	Havre, Rotterdam & Liverpool
"NINGCHOW"	8th Sept.	Genoa, Marseilles & Liverpool
"THESEUS"	20th Sept.	Marseilles, Havre & Liverpool
"EUMAEUS"	5th Oct.	Genoa, Marseilles & Liverpool

PACIFIC SERVICE

(via Kobe and Yokohama)

"IXION"	24th Aug.	Victoria, Seattle & Vancouver
"TALTHYBIUS"	14th Sept.	
"TYNDAROS"	5th Oct.	

NEW YORK SERVICE

(via Suez or Panama)

"ATREUS"	29th August.	via Suez
"TEIRESIAS"	16th Aug.	for Singapore & London
"ASCANIUS"	7th Sept.	for Singapore & Liverpool
"PYRRHUS"	11th Oct.	for Singapore & London

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NOTICE TO CONSIGNEES.

From HAMBURG, ROTTER-
DAM, LAR, CHELLEPALICE,
GENOA and LISBON.

The Steamship

"TJIMANOEK"

having arrived from the above
ports, consignees of cargo by her
are notified that all goods are
being landed at their risk into
the hazardous and/or extra-
hazardous godowns of the Hong-
kong & Kowloon Wharf &
Godown Co. Ltd., whence and/or
from the wharves delivery may
be obtained.

Goods not cleared by the 14th,
Aug., 1921 will be subject to rent.

All broken, chafed and damaged
packages are to be left in the
godowns, where they will be
examined on the 13th Aug.,
1921 at 10 a.m. by Messrs.
Goddard & Douglas.

Claims against the steamer
must be presented in writing
within ten days after arrival of
steamer, otherwise they will not
be recognized.

No Fire Insurance will be
effected by the undersigned in any
case whatever.

Bills of Lading will be counter-
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Hongkong, 5th August, 1921.

THE NEW FRENCH REMEDY.

THERAPION No. 1

THERAPION No. 2

THERAPION No. 3

No. 1 for Bladder Catarrh, No. 2 for Blood &
Skin Diseases, No. 3 for Chronic Weakness.Sold by Leading Chemists. Price in England
3s. 6d. per bottle. The Trade Mark word
"Therapion" is on the Govt. stamp affixed
to each packet.THE CIPHER OF ROGER
BACON.Attempt at Solution by the
U.S. Secret Service.

There is a saying in the Ameri-
can Secret Service that no cipher
can be invented to escape for
long an intelligent pursuit after
the key. The cipher of Roger
Bacon, however, England's
famous 13th century alchemist,
has passed through nearly 800
years of searcher's hands and the
cine is only now beginning to be
detected. But then, Bacon must
himself have spent years upon
his cipher, and purposely en-
tangled it into six ciphers within
ciphers, so that it is a marvel
that human ingenuity has been
able to find any of the six keys
necessary to unlock a single door
of Bacon's concealed wisdom.

Professor William R. Newbold,
of the University of Pennsyl-
vania, who has been spending
two years tracing all manner of
cues through the Bacon cipher,
is still puzzled by most of the
text. The manuscript, which
was brought to America by
Mr. Wilfrid M. de Voynich from
the Duke of Parma archives in
Italy, seems to the unaccustomed
eye to contain about 20,000 or
30,000 words. But each word is
part of a shorthand system, and
when the tangle is unravelled
the total number of words will
probably be nearly 1,000,000.

MYSTERIOUS SYMBOLS.

Professor Newbold has exhibit-
ed one word of seven characters
to show Bacon's system. The
first character is like the letter
O. It is one-half the size of
a capital O, but is in 12 sections,
which can be detected only under
a strong magnifying glass. Each
of the seven characters is a simi-
lar shorthand symbol. When the
seven characters have been
separated into their individual
parts, the result is: 172 Roman
letters.

The professor's first clue was a
sentence at the end of the manu-
script reading "Militon Olada-
bas Multos de teer cerc portat."
He believed this sentence of part
Latin and part gibberish was
placed by Bacon in the manuscript
as a guide. Professor Newbold
cut out the meaningless letters
and got a Latin sentence reading,
"Mili dabus multos portat,"
meaning, "Thou hast given me
many rates." This was an indica-
tion of the way to make the final
disentanglement, after the
symbols in the manuscript had
been reduced to Latin. Then a
chaos of words at the end of the
manuscript finally yielded the
signature "R. Bacon" by a
process of separating combined
letters. Neither of these sentences
had been written in shorthand, as
the rest of the manuscript had.

KNOWN TO ANCIENT GREEKS.

He thereafter began an ex-
amination of all old shorthand
systems. He finally discovered
a system that had been used by
the ancient Greeks. This fitted
perfectly into the Bacon symbols
and made it certain that Bacon
had borrowed his shorthand from
Greek sources. Then began the
work of translation within
translation, and the professor is
still at it. He has been offered
the services of three cipher ex-
perts employed by the American
Government, but it seems they
must first qualify in mediaeval
Latin, cabalism, alchemy, as-
trology, and a few other subjects
not usually familiar to secret
service ciphermen of modern
times.

Only a small part of the manu-
script has yet been read by Pro-
fessor Newbold. The longest
stretch is a series of sentences at
the end of the manuscript, giving
the keys to the six codes.

QUESTIONS IN PARLIA-
MENT.

In the House of Commons re-
cently, in reply to Colonel Archer
Shee, Sir Hamar Greenwood said
that six women had been murder-
ed, seven wounded, and three kid-
napped by Sinn Feiners in Ire-
land, since January, 1921. The
figures did not include those kill-
ed and injured by bomb attacks
on lorries and railway trains.

OTHER IRISH VICTIMS.

Sir Hamar Greenwood, reply-
ing to Lord Henry Cavendish
Bentinck said that during the
past month no evidence incrimi-
nating members of the Crown
forces in Ireland had been forth-
coming. Twenty police, eight
military and 40 civilian deaths
were reported to the police during
the fortnight ended May 23. Nine
assassinations and two attempted
assassinations of ex-service men
attributed to Sinn Fein were re-
ported during the period.

INNOCENT IRISH VICTIMS.

The Prime Minister informed
Captain Wedgwood Benn that the
question of compensation for the
destruction of property in Ireland
where the victims were innocent
was at present receiving the con-
sideration of the Government.

BRITISH PRISONERS IN ANGORA.

Mr. Harmsworth informed Sir
William Seager that the Angora
Government had failed to honour
the signatures of the representa-
tives, and that 24 British prison-
ers were still in the hands of the
Angora Government. His Majes-
ty's Government would make
every effort to secure their re-
lease. Meantime 24 Turkish pris-
oners would be detained at Malta.

THE EGYPTIAN RIOTS.

Mr. Cecil Harmsworth inform-
ed Sir William Seager that the
recent outbreak in Egypt resulted
in five natives being killed in
Cairo, and 133 persons, including
80 police, 40 native soldiers, and
two native police, wounded in
Alexandria. The total casualties
were: Killed—63 natives, 1 British
soldier, 1 Maltese, 1 Frenchman,
3 Italians, and 13 Greeks; wound-
ed—152 natives, 2 Maltese, and 62
other Europeans.

M.P.'S TRAVELLING.

Replying to several private
notice questions, Mr. Chamberlain
said that, in view of the decision
of the House against providing
travelling facilities for Members,
the use of vouchers must cease at
once. Members with unused
vouchers were requested to return
them and those who had surren-
dered their "seasons" could collect
the amendments due from the
companies and take out fresh
tickets.

IRISH NEWSPAPERS.

Sir Hamar Greenwood, reply-
ing to Mr. T. P. O'Connor, said
that the military governor in the
martial law area had prohibited
the sale and distribution of the
Freeman's Journal, and the
Evening Telegraph in the martial
law area from June 2 to June 9,
because of false statements con-
cerning the military published in
the "Freeman's Journal" for May
30.

PLAYING POKER.

The Home Secretary, in reply
to Viscount Curzon, said he was
informed by the Chief Commis-
sioner that action was not being
taken against all persons who
play Poker, but only against those
who were responsible for it being
played in such a way as to in-
volve a breach of the laws with
regard to gaming houses. Similar
action was being taken with re-
gard to the illegal playing of other
games.

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TIME FOR LABOUR TO
SETTLE DOWN.Mr. J. H. Thomas's Advice
to Railwaymen.

On the eve of the annual con-
ference of the National Union of
Railwaymen at Newcastle, Mr.
J. H. Thomas, M.P., addressed
a mass meeting of railwaymen
there.

This was Mr. Thomas' first
public speech since his return
from America, and exceptional
interest was therefore centred on
his remarks.

At the outset Mr. Thomas was
received with some hooting, but
this was soon drowned by
cheering. Replying to criticism
that had been levelled
against him Mr. Thomas said that
as their leader he claimed the
right to give his views full ex-
pression. At the Triple Alliance
he advised a certain course, and
he maintained that the view he
expressed represented the view
of the vast majority of railway-
men. The men had a perfect
right to judge him, and he waited
their verdict with confidence, but
he denied the right of those out-
side their movement to judge him.

Labour was now faced with a
condition of affairs which unless
remedied might be disastrous for
all. Already there were rumours
that they must be prepared for
another fight.

He had no hesitation in saying
that the real lesson for the rail-
waymen, as well as for everybody
else, was that they must be pre-
pared to settle down.

In August railway decontrol
would take place. It was hinted
that this would be accompanied
by another industrial crisis. He
saw no warrant for such an
eventuality.

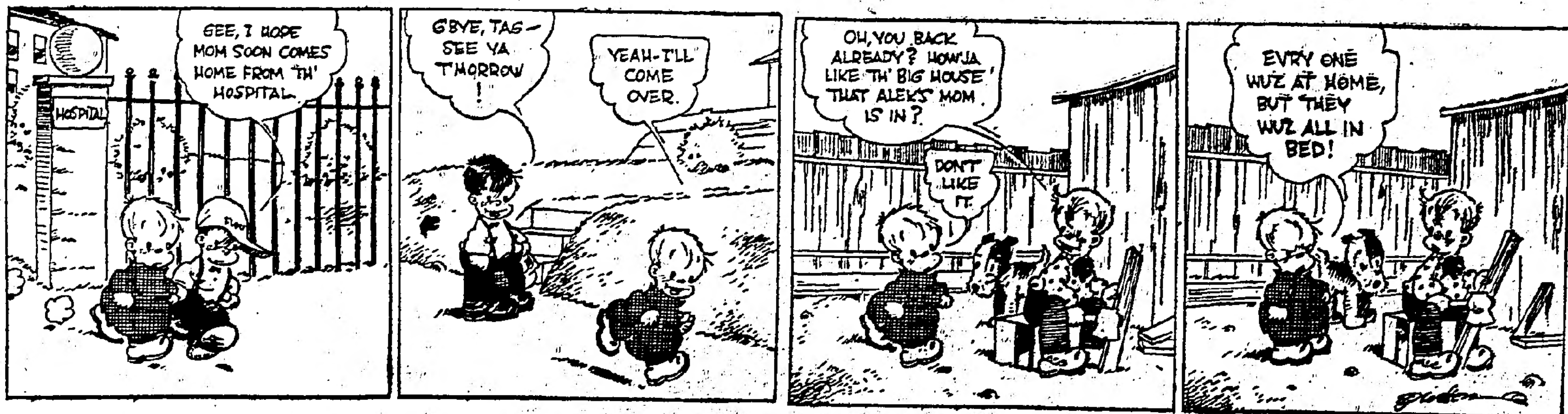
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with their disfiguring and annoy-
ing dividing line has been sup-
planted by a new lens with two
foci called Kryptok invisible
bifocal lens. The upper portion
of the glass for distance and the
lower for reading, ground from
one single piece of glass. The
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sors to Clark & Co., Refracting
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facturing establishment in the
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kind of invisible bifocal lens on
all prescriptions in either regular
or Toric forms.

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The Hongkong Telegraph

HONGKONG, THURSDAY, AUGUST 11, 1921.

AN OVERCROWDING PROBLEM.

The comments we were enabled to make yesterday concerning the attitude of landlords and local architects towards the Government's Bill seeking to amend the Public Health and Buildings Ordinance of 1903 point to the fact that the Colony is now reaping the fruits of its past carelessness in the matter of building overcrowding. There must have been a prodigious lack of foresight in the earlier days when the maze of back-to-back and tortuous streets were permitted to be designed and when houses were allowed to be crammed and jammed into very conceivable bit of space. The Government is now seeking to remedy some of that folly by insisting that when a building is being rebuilt or altered or when an entirely new building is going up there shall be provided not only room for an adequate scavenging lane but room for a yard also. Property owners, therefore, are finding that their sites are diminishing in size and that the Government is making scavenging lanes at their expense and on land that they have paid for. The natural sequel is that not until the present premises are condemned by the Public Works Department or the health authorities will landlords do anything in the way of structural work. The Bill—the intention of which is to remedy the glaring evils of overcrowding—must be supported from the hygienic point of view but from the economic point of view it is unfair. At least so the landlords claim.

We think that the Government's latest proposal is just so much tinkering and tampering with a matter that ought boldly to be faced in its entirety. During the disastrous epidemic of "spotted fever" here a few years ago the Government spent money on getting the advice of an expert—advice it has not yet acted on in the spirit in which it was given. We were told by this visitor that the only remedy for Hongkong was a comprehensive scheme of remodeling. It meant nothing short of the rebuilding of the City of Victoria on sanitary and sensible lines. If we wished to safeguard our public health we must do away with these narrow, twisting, senseless roads and lanes that make up the maze of Victoria and plan the place out properly, allowing room for good roads and scavenging areas between the houses. The Government is trying to get the improvement by insisting on the carrying out of its ideas in all cases where the property comes into the builders' hands. It makes no provision for the compensation of the owners—it seeks to take the necessary land wherever it offers. Owning land and houses is a commercial matter and a man would be foolish, to say the least, if he started pulling down his properties and putting up better buildings if it meant the sacrifice of a considerable portion of his land. He will much prefer to wait until they either fall down or the P.W.D. spot the building in question and force his hands.

The matter raises the oft-discussed problem of whether Hongkong has not out-grown the accommodation it can find on the north side of the island—on the harbour front. The advocates of Kowloon have been contending that development operations should be encouraged to the Peninsula where there is plenty of room, whereas others contend that the Government should hasten on its Praya East Reclamation scheme, carry out a reclamation scheme at West Point and deal with the over-crowding matter by streets and not by houses. Certain it is that there is room for a little more vision than has been displayed so far, a little more cohesion in the official idea.

NOTES & COMMENTS.

The Ideal Elector.

At a conference of the National Union of Railwaymen at Newcastle, Mr. Cramp, the President, complained that "so long as the present system of election prevailed, so long would the House of Commons be filled by mere place-hunters, who by making promises to the people, however wild, would be able to keep hold of the reins of power. Members were elected on emotional grounds and by sweeping appeals to the passions of the people for revenge. No scope was allowed for the thinker, the planner, and the organiser, and too much to the chin-waggon." The N.U.R. President is decidedly uncompromising in the intelligence of democracy, though that could not have been his intent. Probably there is a lot of ground for the criticism contained in the concluding part of his remarks, but many would differ from Mr. Cramp concerning the inference to be drawn from this. Here is no question of proportional representation or anything of that kind. When Parliament sanctioned national suffrage it did about all that was possible to give candidates a clear field; the decision was then "up to" the electors. It may be that these was an element of unwisdom in conferring the vote upon, for instance every dustman or hawker provided only that he had reached the age of twenty-one, seeing that such voters could hardly be expected to distinguish "the thinker, the planner, and the organiser" from the "chin-waggon"; but such an objection comes somewhat strangely from a trade union leader. Mr. Cramp's argument, though apparently he does not realise it, amounts to a plea for the curtailment of the franchise. Surely it would have been more to the purpose if the N. U. R. President, instead of blaming the electoral system, had inculcated upon his followers the advantage of cultivating the qualities which he desiderates.

Frenchmen at the Wicket.

It requires an effort of the imagination to picture the Frenchman as a cricketer. So it did a dozen years ago to figure him as a boxer, except possibly as one of the pantomime type. Within three or four years of that period the French champion gave weight and a beating to the British heavyweight champion. After all, the success of French pugilists is not matter for great astonishment; from the days of the Gauls their land has had martial traditions. Whether cricket is suited to the French temperament is a least matter of doubt. Before the youth of Paris took up the Queensberry code, fisticuffs interested Frenchmen sufficiently for some of their authors to take notice of the "noble art."—Victor Hugo gives a realistic description of an old-time encounter in "Par Ordre de la Roi;" but no instance comes to mind of a French writer tackling King Willow, except the single case of the droll impression contributed to a periodical by the late M. Paul Blouet ("Max O'Rell"). The aim of the bowler, wrote the French humorist, "appears to be so to deliver the projectile as to catch the defender (i.e. the batsman) on the ankle, or, failing that, on the shin, but the former is considered the more effective!" However, the Stade Francaise, the pioneer athletic organisation across the Channel, which has made great headway in sport generally, now fields a cricket team, and a match has been arranged with the members of the British Legion resident in the French capital. Meetings in the genial atmosphere of the cricket-field should provide a genuine bond of union—provided that French bowlers do not take their late humorous compatriot literally.

The Imperial Conference

Reviewing the deliberations of the Imperial Conference, Mr. Massey, the New Zealand Premier, opined that the Anglo-Japanese alliance would be renewed, unless, as is the general hope, it is expanded into a wide international agreement. In that respect the world now awaits the Washington conference. Although this question overshadowed everything else, it is well to note that other matters were not lost sight of. New Zealand's Premier emphasises such points as the need of cheaper cables, the improvement of wireless, faster mail vessels, and the development of aviation. Considerable attention, if not quite so much as could have been wished, was bestowed upon these subjects by the Conference, and we must hope that the discussions will bear fruit at no distant date.

DAY BY DAY.

IF YOU COULD MAKE A PUDDING WIT' THINKING O' THE BATTER, IT 'UD BE EASY GETTING DINNER.—George Eliot.

There were two non-fatal cases of small-pox and one non-fatal case of enteric fever reported yesterday.

The loss of a brooch of the value of over three pounds sterling, is reported by Miss Reid of the Matilda Hospital as occurring whilst she was out shopping yesterday.

For being in possession of 40 tael of opium, a Chinese from Yau-mai was this morning fined \$750, with the alternative of four months' hard labour at the Magistracy.

A shroff employed by the China Mail Steamship Company has lost a sum of \$93. He is not sure whether he lost it or had it stolen from his pocket whilst walking in Des Voeux Road Central yesterday afternoon.

A Chinese who was found by a Chinese constable yesterday in Blake Gardens in a condition of unsound mind, was promptly sent to the Government Civil Hospital yesterday for examination by a doctor.

There are only two cases down for trial at this month's Criminal Sessions, which will be held next Thursday. Lai So alias Li Pong-chi is charged with highway robbery and Tong Siu-cho is charged with arson, or, alternatively, attempted arson.

A gambling dispute led to a free fight amongst 150 Hoklo fishermen at Cheung-chau yesterday. Two of the men, who were somewhat seriously injured, were examined by Dr. McBurney and by his orders removed to the Government Civil Hospital.

The new nickel coins that are being put out by the Canton Government Mint each valued of a ten cent silver coin, are now in circulation and a proclamation has been issued by the Municipality urging the people to accept these new nickel coins at their face value. The proclamation declares that these coins can be exchanged at the Provincial Bank for a ten cent piece or 20 for a dollar.

Charged by Sergeant A. P. Whitbread with the theft of a diamond ring of the value of \$60 a Chinese, who was yesterday caught in the "A" Block of the Military Quarters at Kennedy Road, was this morning sentenced by Magistrate R. E. Lindsell to six weeks hard labour notwithstanding the explanation he gave to the Court that he had no work and had to find means one way or another to support a large family.

Believed by the Police to be a consignment intended for the Kwangsi militarists, a haul of arms was yesterday made by Inspector Wills at Connaught Road West when he exposed the contents of a truck that was being drawn along. He discovered no less than 42 cases of nickel bullet casings. The two coolies in charge of the truck, one of whom was a Kwangsi man, were arrested and duly charged at the Police Court this morning. On the motion of Mr. McNamara, who is appearing for the defence, the case has been remanded.

New census forms are being supplied the different sub-police stations by the Canton Police Department with instructions to take the census of their respective localities. On account of the significant increase in population of the city since the evacuation of the Kwangsi militarists from the province last year, the Police authorities believe that a more detailed census should be taken in order to assist the police to keep a strict watch against the influx of undesirables into the city whom the police believe will endanger the public peace and order especially at present when secret agents are being sent to Canton by the defeated Kwangsi militarists to carry on intrigues against the Government.—Canton Times.

NOVEL SWIMMING RACES.

A 30-yard swimming race between totally blind St. Dunstan's boys, and a 60-yard race in which partially blind boys took part, were features of the Forest Hill Swimming Club gala, at Forest Hill, London.

CONSTITUTIONAL REFORM.

A Necessary Explanation.

Regarding the figures we published yesterday relating to the signatures on the petition for Constitutional Reform it has been pointed out to us that in our explanation of those figures we made an error, likely to be very misleading. This we are happy to correct.

We pointed out that the Jury List contained about 1,500 or 1,600 names whereas the petition had only been signed by just over 600 persons, and we went on further to state that the whole of those on the Jury List were eligible to a vote. That is not so, as it is only British subjects who are entitled to a vote. Our informant—prominently connected with the reform movement—said that the actual number of British subjects on the List has not been ascertained, but it is estimated that the number of non-British subjects who would have to be taken off in any calculation would be about equalled by the number of British subjects who would have to go on, were they not exempted from Jury Service by Ordinance. In other words, the number of exempted Britishers entitled to a vote approximates to the number of non-Britishers who figure on the Jury List and it can, therefore, be taken as fairly accurate that the total number of persons entitled to vote is, roughly, 1,500 or 1,600.

Questioned regarding the possibility of the petition being signed by some persons not entitled to a vote, our informant admitted that there could be no guarantee against such a happening, as the Committee could hardly ask for the certificates of origin of every signatory, but if there were any such cases they constituted a further argument in favour of reform because it showed that the necessity of reform was evident even to men who had no interest in the matter beyond their own sense of what was right.

It is possible that a canvass will be made before the petition is finally withdrawn from circulation.

FISH TO-DAY.

End of Long Dispute.

A very long standing dispute between the Fishmongers' Guild and the Chinese Hotel keepers of the Colony has just been settled. Until about six months ago it was the habit of the hotel keepers to deduct two per cent. off their bills for fish supplied on the ground that the money was spent during the Chinese New Year festival to buy crackers. The fishmongers failed to see why they should pay for the crackers of the hotel keepers and accordingly agreed to stop all fish supplies to the hotels, hoping thereby to get full settlement of their bills. The hotel keepers, however, were obstinate and refused to come to terms. For six long months the hotels have not been supplying fish to their customers. Now, however, fish will again figure on the menus, for the fish dealers have intimated their willingness to supply fish on the old terms. We understand that it was through the good offices of the Chinese Chamber of Commerce that the rapprochement was effected.

CHINESE NEWS.

The Position Reviewed.

Our Canton correspondent writes saying that General Chan King-ming has left Whamtsin for Nanning. All the Kwangsi forces, both in Nanning and Muhsing have now fled to Loong Chow. Owing to the strategic position of the Kwangsi troops in Kweilin the superior forces of the Yunnan and Cantonese troops cannot succeed in capturing the city. General Ngai Bong-ping has been instructed to render assistance. The M.P.s. belonging to the Kwok Min Tung Party have decided to hold an extraordinary meeting on August 12 to consider the proposal of the Government to attack the north in conjunction with the armies of Szechuen, and Hunan.

Telegrams have been received from Peking and Shanghai stating that the former followers of Li Yuen-hung (the ex-president) are taking advantage of the unrest in Hupeh to have Li again elected President of China. Li has shown his willingness to do so. The Hupeh troops have given up their second line of defence and have retreated. The Hunan troops are at present in touch with the Chihli troops but no fighting has yet taken place.

TO-DAY'S MISCELLANY.

There are tiny creatures called bears that live in the bark of trees. In time they dry up in dead masses. If this dead matter is soaked in water it will years afterwards gradually swell—and the water bears will soon become plump as before and move about actively in search of food. A snail which was glued to a card in a museum for four years came to life when it was immersed in water. Some insect specimens in the collection of a naturalist came to life after they had been dead two years. And manuscripts thousands of years old simply abound with "dead" life.

Pictures instead of politics at the House of Commons, with a special seat reserved at each performance for the Prime Minister! That would cause a sensation, wouldn't it? Yet the national exchequer of the West African Republic of Liberia is swelled by letting out the House of Representatives as a twice-weekly cinema. The admission price is thirty cents (1s. 3d.), and the President of the Republic has his own reserved chair. Mr. Cherry Kearton, the well-known explorer, has described an even more remarkable cinema he came across in the wilds of Uganda. It was a private show owned and operated by the Kabaka or ruling chief. Here, thousands of miles from civilization, Mr. Kearton was rendered homesick by seeing a film of Piccadilly Circus!

Why hot days and nights should produce colds is at first sight a mystery. Yet the reasons are quite simple. All colds are caused by microbes. The cold microbe is always waiting to waylay us, but he cannot do so unless we are run down in health. If you sit in a draught, probably you begin to sneeze. It was not the draught which caused the cold; it was one of the most sensitive of the nerves of the body—the nerve which serves the ear, nose, and throat. If you remain for long in a current of cold air this nerve will be affected; it will say to the nose, ear, and throat: "You do not like this draught," and they become so weakened that the microbes are able to find a home.

During the stoppage of the pumps at the coal mines recently, Lord Bledisloe and his two sons helped to keep them working at their Northard Colliery, Lydney, Forest of Dean. Whilst assisting his father, the Hon. Hiley Bathurst, the younger son of Lord

Bledisloe, who was string the boilers took hold of a pipe nearly red-hot, and severely burnt both his hands. The most distinguished guest the stokerhold of a vessel ever had was King George himself, when he was the Duke of York. He was returning across the Atlantic during his trip round the world, when he expressed a wish to visit the stokers. Donning a suit of overalls, he inspected every part of the gloomy region where the stokers work; and in order that he might get some idea of the severity of their task, he seized a shovel and did quite a long spell of work.

Pierre Schamel-Roy, who was employed for many years in the wardrobe department of the Paris Opera House and died in 1914 at the age of 106, was probably, the last survivor of those who had conversed with Napoleon. The son of one of Napoleon's personal attendants, Pierre Schamel-Roy was born in the Palace of Versailles, and as a child used to play with the infant King of Rome. He remembered seeing the Emperor three times, all of them at St. Helena, where he was taken to visit his father, who followed Napoleon into exile. On one of these three occasions Sir Hudson Lowe suspected him of being the bearer of a secret letter for the Emperor. "I was taken before Sir Hudson," he relates, "and he asked whether I had not a letter for Napoleon. I said 'No,' but he was not satisfied. 'Strip that youngster,' said Sir Hudson, I was stripped and searched, but they found nothing, so I was allowed to see the Emperor. I knelt before him and kissed his hand. He patted me on the head and called me a loyal little fellow. I was about twelve years old at that time."

Harrow, the 350th anniversary of which Old Harrovians celebrated last month by a dinner at the Savoy Hotel with the Marquis of Crewe, in the chair, has associations with Thackeray, though the author of "Vanity Fair" was himself educated at Charterhouse. His great-grandfather, Archdeacon Thackeray, who was headmaster from 1746 to 1760, has been aptly styled "the second founder of the school." The adoption by the Thackerays of the Harrow arrows among their ancestral bearings led the great William Makepeace in 1859—when Dr. Vaughan was restoring the school to the position lost under lax predecessors—to celebrate his descent from the archdeacon by reciting to delighted schoolboys his lectures on the "Four Georges."

Between Ourselves

By Robt. MacWhirter.

Joe, the other day, opined (with apologies to the man that writes our cables) that you joke about being tickled to death wasn't a new one. He fancied that MacPherson doesn't at times are stick to the truth. Of course, that was another way of saying that I was guilty of throwing the hammer myself at times. But I never let on. As I said, if he could find a better joke, let him print it. But as a matter of fact it was a true story. I'll admit though, that maybe it didn't come from the MacPherson he thinks I meant. Joe doesn't seem to realise yet that MacPherson is a generic name that covers a lot that's improbable at times and mainly foolish. What's more forbye, he says that you trout tickling business was sheer leg-pull. I offered to make a bet on it but he wasn't for having any, which goes to prove that Scot's folk are no' their lealane when it comes to steadyin' the money-market. Joe says the proper way to tickle trout is w' a net. Why no' a pole or a five barred gate when he's at it? No, it was a joke and no' a fresh one forbye, says he. And so we took it, at that, to avizandum.

But to get down to brass tacks, is a joke ever old anyway? At the pictures for instance we often see the ancient one tricked up. The circus clown comes away w' the same old gag all the time, the same old antics. We know what's coming next. We snort. We look at the tent top and fix up our facial muscles ready for a superior smile. But to the blithering gag starts a roar of laughter all around us. That's from the younger generation to whom the stuff is new. When you come to think of it even to this Colony, anything in any way

controversial has been on the boards before. Turn back the newspaper files twenty years and you will see the same old subjects as we're arguing about to-day and which griffin reporters think of in terms of "scoop." By the way, what's become of that good old subject "Our Military Contribution." It's long and many a day since I've seen it. It used to be a good old stand-by when subjects were scarce, and the editor had a mid-afternoon headache or wanted away on a bathing picnic. Let a sonorous and well-doped-out editorial be published to-morrow on this time-worn subject and hundreds, who haven't the faintest idea of what it's all about, will chew it up in club and home and it's a sure bet that somebody or other'll be cadging round town by Christmas getting signatures petitioning the Government to keep the money—and use the local volunteers to protect the Colony instead. *Mut tati, overcrowding; oh! the whole bunch o' them have all been in the cud of public opinion years ago.*

In the days when the pyramids were being built the Egyptian Kings were nearly tickled to death at the seven original jokes—the mother-in-law or relative joke, twins or mistaken identity joke, the pun or play on words, the ancient egg or boarding house joke, the joke that mustn't be told in public, the joke of the unexpected or of pomposity subjected to ridicule and the gag about the ridiculous. Jokes are eternal. Poles survive and persist in new disguises.

There's aye the elusive hope that some genius will conceive an original joke, a new dramatic situation or, in Hongkong, a new subject for editorial comment. I'll leave that for Joe.

THE MERCURY GARAGE CO.

FOR
GOOD CARS
PROMPT SERVICE
REASONABLE CHARGES,
CAREFUL DRIVERS.
TELEPHONE: 977.

ON THE WATERFRONT.

New Motorship Bound for Hongkong.

Messrs. Manners and Backhouse, local agents for the Danish East Asiatic Company, stated this morning that the new motorship *Malaya* had sailed from Copenhagen on her maiden voyage to the Straits, China and Japan. The big vessel left Denmark on July 20 and will arrive at Hongkong about September 20, it is expected.

The *Malaya* is a sister ship in size to the *Afrika*, which passed through this port bound north a few days ago. The two vessels are the largest motor vessels yet built in Denmark, but there are bigger Diesel-engine vessels afloat. According to a description of the vessel received by the agents the *Malaya* is 445 feet in length, with a beam of 60 feet; a moulded breadth of 42 feet; and a draft of 28 feet. She has a dead-weight capacity of 13,000 tons.

Two six-cylinder engines, each of 2,250 h.p., are installed in the *Malaya*, which was built at the yards of Messrs. Burmeister & Wain, of Copenhagen. These engines have cylinders of a 740 mm. bore and 1,150 mm. stroke, of the same size and type as those in the eight-cylinder 3,300 h.p. engines built by Messrs. Harland and Wolff for the large *Glen Line* motorships. In the engine-room are installed three Diesel-driven generators of 65 kw., supplying power to all the auxiliary plant, including 20 electric winches. Like the *Afrika*, the *Malaya* has no regular funnel, but is provided with two exhaust pipes alongside one of the masts. The engine-room crew comprises four engineers and eight assistants in addition to the chief engineer. The double bottom is arranged to carry oil or water ballast, while additional oil-tank capacity is provided in the tunnel space. There is accommodation for about 12 saloon passengers.

New Dredge For Port.

To carry out the East Praya reclamation scheme a new Brienman dredge will be purchased by the Public Works Department. Tenders for the supply and delivery of the dredge are now being asked for. The dredge must be self-propelling and have a reach of 40 feet below sea-level. The dredge already owned by the government is kept working continually at deepening the berths at the wharves, clearing the sewer nullahs and fulfilling private dredging contracts. Before the seawall can be laid down nearly one mile of dredging will have to be done to allow for the sinking of the foundation of the wall. To do this it will be necessary to have another dredge owing to the pressure of work on the one in the harbour now. The second dredge will be of the same type and size as the present one and when the trench for the seawall between Arsenal Street and Percival Street has been made there will be other work in the port to keep her busy, it is said.

More "535's" Coming.

The *Admiral Line's* Hongkong office has received advice from Seattle that the steamer *Hawkeye State*, has been allocated to the company for its Puget Sound-Far East passenger and freight service. The *Wenatchee*, which is in dock at Seattle undergoing repairs, will be detained there for an indefinite period and in order that the *Admiral Line* may maintain an uninterrupted service the *Shipping Board* has decided to send the *Hawkeye State* to take up the *Wenatchee's* running. In the meantime the last-named vessel has been withdrawn from operation.

The *Hawkeye State* will leave Seattle on August 30 for Hong-

CONTRABAND.

Revenue Officers Busy.

A Chinese who attempted to go into competition with the Government in the business of boiling and preparing opium, realised his failure this morning when he was charged. Chief Revenue Officer Watt, with other officers, yesterday raided the prisoner's premises and came upon him at a busy time when he was presiding over a number of pots and pans wherein a quantity of the drug was in course of preparation. Six Chinese in the bunks of the den, in a more or less comatose state, indicated that business was brisk. Sentence of four months' hard labour for preparing opium was inflicted on the prisoner to which was added another four months, with the option of a fine, for being in possession of a quantity of the drug in its various stages of preparation.

Eleven bottles of whisky, 77 bottles of beer, 300 cigars and 68,711 cigarettes comprised the exceptionally large haul of contraband made by Chief Revenue Officer Watt and his colleagues at No. 257 Des Voeux Road, West yesterday. The Chinese owner of the shop where the goods were seized, said that a part of it was bought from ships' employees. A fine of \$1,000 was imposed on the defendant at the Police Court this morning.

DUKE'S GIFT TO CHISWICK.

Land at Chiswick for the building of eight houses of rest for local soldiers and sailors has been given by the Duke of Devonshire.

HEALTH MINISTRY'S 32 DOCTORS.

Thirty-two doctors were still employed at the Ministry of Health at salaries of £1,000 a year, said Sir A. Mood in Parliament. They were engaged temporarily for five years, and were doing very useful work.

She is of exactly the same class as the *Silver State*, which arrived at Hongkong this morning from Manila on her first home-ward voyage. The *Keystone State* the third Shipping Board liner to come to Hongkong, flying the flag of the *Admiral Line* sailed from Seattle on August 8 and is expected to arrive here on August 30.

With the three ships in the run three-weekly sailings are being maintained, at present. According to the announcement of the Shipping Board five of this type of vessel are to be placed in the service of both the *Admiral Line* to Puget Sound and the *Pacific Mail Steamship Company* to San Francisco. When the other two ships are given to the *Line* there will be a fortnightly service to the Washington port.

The *Pacific Mail Steamship Company* has now three "535's" under its management. The *Empire State*, the next vessel to reach Hongkong, is coming on her initial trip, being due here about August 25. Two-weekly sailings will be made from Hongkong when all five ships are running.

Additions to China Merchants Fleet.

The fleet of coasters of the China Merchants Steam Navigation Co. is about to be added to by the new steamer *Hsinchiang*, which will be launched next month at Shanghai, while another steamer is being built in English yards. The *Hsinchiang* will enter the Shanghai-North China trade when completed and the vessel now under construction at Home is intended for the Hongkong-Shanghai service of the company.

CORRESPONDENCE.

To the Editor of the "Hongkong Telegraph."

Mui Tsai.

Sir—As pointed out in the last issue of your paper, the projected Society for the Prevention of Cruelty to Mui Tsai is in imminent danger of being still-born. It is passing strange that not a single application for membership was received by its sponsor. In explaining, you are inclined to attribute this phenomenon to the *laissez faire* attitude of "the more informed sections of the Chinese Community" and to the ignorance of the Chinese masses as to the objects of the proposed society. In arriving at the latter conclusion, you were influenced by the consideration that no announcement has been made as to the procedure of this society, dead before it is born.

To my mind, this lack of enthusiasm is not due to the apathy of the better-informed Chinese but to a growing feeling that the *mui tsai* system has not been thoroughly sifted to be preserved. It is also felt that support to the proposed society implies the recognition and perpetuation of an iniquitous system, into which insufficient light has been admitted and into which the more light is admitted, the nearer the day for its abolition.

To support my argument, I may mention that the Chinese press published yesterday a long interview with the Provisional President of the "Anti-Mui Tsai Society," which is in the process of formation and aims at evolving a constructive policy to effect abolition of the *mui tsai* system. It is understood that membership of this society is open to all irrespective of sex, nationality, religion or domicile. The Government and the public should be grateful to this body, if it eventually succeeds in its laudable object, thereby removing a glaring defect from Hongkong—one of the bright jewels of the British Crown.

Yours, etc.
N. B.

A Correction.

Sir—My attention has been drawn to a report published in your issue of the 8th instant to the effect that this Chamber had obtained printed tariffs of fees from the local Consulates for Chihli and Cuba.

The name of Cuba was mentioned by my Chairman in error for the name of Peru at the meeting of this Chamber held on Saturday the 6th instant, and I shall be glad if you will kindly have the necessary correction made in your next issue.

Yours faithfully,

IP YAN CHUEN

Secretary.

Chinese General Chamber

of Commerce.

Hongkong, August 11th.

SHANGHAI COTTONS.

Distribution of Profit.

Messrs. Benjamin and Potts have received the following figures for the Shanghai Cotton Manufacturing Co., Ltd., from their Shanghai Office:—

At a meeting of the Directors of the Shanghai Cotton Manufacturing Co., Ltd., it was decided that the shareholders be recommended to apportion the balance of Tls. 2,821,455.50 at balance of Profit and Loss account on June 30th, 1921, as follows:—

Dividend of Tls. 20 per share	Tls. 1,600,000
Place to legal reserve fund	150,000
Place to special reserve fund	600,000
Allow for depreciation	198,242.21
Add to staff provident fund	10,000
Workmen's relief fund	50,000
Carry forward	213,213.39
	Tls. 2,821,455.50

PROFITS OF BOOKMAKING.

A Rochdale bookmaker, who was fined £30, was said to have taken £354 in small bets in six weeks. In one week he drew £65, and only lost 30s.

DAIRY FARM NEWS.

FRESH AUSTRALIAN BUTTER

"Daisy" Brand	... \$1.45 per lb.
"Dairy Maid"	... 1.35 " "
"Pastry"	... 1.15 " "

CHEESE

Gouda (Full Cream)	... \$1.25 per lb.
Australian Cheddar	... 1.00 " "
Picnic (own make)50 a Jar.
Coulommier (own make)40 per pal.

FISH

Fillets	... 80 cents per lb.
Haddocks	... 70 " "
Kippers	... 60 " "
Red Herrings	... 30 " "

THE DAIRY FARM, ICE & GOLD STORAGE CO. LTD.

A Cheap Lamp is
an Expensive Light

A PHILIPS LAMP
IS A PERMANENT
ECONOMY

SOLE AGENTS

Holland-China Trading Co.
Hong Kong

BASEBALL.

Exciting Game Expected.

Interest is running high on the outcome of the ball game to be played on Saturday between the Hongkong team and the sailors from the destroyer *Rizal*.

Followers of the locals are discounting the fact that the gobs have won their two previous games, and feel with the present line-up, the Hongkong team will break up Rapadio's chances of a third victory.

The *Rizal* team is bringing a full complement of rosters under the direction of Paymaster Karrelle, and they promise to be very much in evidence during the game.

Pace will pitch for the locals, Rapadio for the *Rizal*. The game will be started at four o'clock.

THE MAN WHO STAGED THE BIG FIGHT.

Tex Rickard's Dramatic Career

Tex Rickard went broke running a gambling house during the Klondike gold rush. He lost everything—because he ran a "square game."

That's his reputation—he always runs a square game. It's the chief reason why he scored on the million-dollar Dempsey-Carpentier fight.

Millions of people were excited about the big fight. All except Tex Rickard. He carried the whole burden himself, yet he was not only not excited about it, but found time to transform Madison Square Garden into the biggest swimming pool in the world.

Rickard is the modern Barnum—the world's greatest showman! He became a showman by accident, and he has made a fortune out of it.

He's the most sought-after man in New York. He sits behind barred doors up in the tower of Madison Square Garden, calmly smoking big fat cigars and watching the golden flood pour in.

SEASIDE IN CITY.
Out through a little door in the back of his office he can step on to a balcony high up among the rafters of the great building and see the indoor seaside resort on which he has just spent \$300,000.

Nobody has ever been able to make Madison Square Garden pay, because it was a white elephant in the summertime. Rickard made a bet with himself he could make it pay.

Rickard always bets with himself—and on himself.

If he ever worries he doesn't show it. If he loses his temper he keeps it to himself. He has a good "poker face." He is always calm and unafraid and he has nerve.

"I'll take a chance on anything that looks like an even chance," he said, turning with a satisfied twinkle in his eyes from a desk strewn with letters filled with cheques.

JUST 50.

Rickard is just 50, is medium sized and rather thick, has thin hair carefully brushed over a large bald spot, a wide smile that shows even teeth, and an unhurried, unassuming manner.

His Midas-like touch has turned everything into gold since the day in 1906 when he turned from his gamblinghouse in Nevada and put Gold field on the map and his own name in the newspapers by staging the Nelson-Gans fight.

Since then he has staged 30 national and international bouts and not one has been a financial failure.

He took in \$250,000 at the Jeffries-Johnson fight in Reno, \$150,000 at the Willard-Moran fight in New York and \$432,000 at the Dempsey-Willard fight in Toledo. The Jersey City slam yielded a gate of a lot over \$1,000,000.

BORN IN MISSOURI.

The fight promoter was born in Kansas City, Jan. 2, 1871, and was taken to Texas as a child. His father was an Illinois millwright. At 12 he was left alone to support a widowed mother and two brothers and three sisters. He became a cowpuncher and at 21 was elected marshal of Henrietta, Tex.

Tex went to Alaska in 1894 and was at Circle City when the Klondike gold rush started. He hurried there, staked a claim and sold it for \$50,000. He opened a gambling house and went broke.

In the winter of 1898 he and Rex Beach, the author, sawed wood at Rampart for a living. Later he went to Nome and finally to Goldfield where he opened another gambling house and fell accidentally into fight promoting.

CATTLE KING.

His first love—the cattle game—still remains. He is a partner in a cattle raising enterprise in South America. A syndicate he heads has a 4,000,000-acre ranch in Paraguay.

"The people have played square with me, and I try to play square with them," says Tex. "I don't play them for suckers."

The man who has out-Barnum-Barnum has another name besides "Tex." His first name is George. He is married and his wife is his final advisor.

NOTICES.

J. T. SHAW

TEL. 692

NEW STOCKS

RECEIVED

OF THE FOLLOWING

LEATHER BELTS

IN BLACK, TAN, AND WHITE

SOFT COLLARS

IN Pique AND ZEPHYR

SILK SOCKS

IN BLACK, WHITE, GREY, ETC.

CELLO GARTERS

IN WHITE, BLACK, TAN, GREY, NAVY, ETC.

GOLF HOSE

ALL THE NEWEST SHADES.

TAILOR AND OUTFITTER.

NEXT DOOR HONGKONG HOTEL.

Wm. Powell Ltd.
TELEPHONE 3146

NEW STOCKS

JUST RECEIVED.

GOLF HOSE AND HALF HOSE.

NECKWEAR FOR DAY AND EVENING WEAR.

SHIRTS

SUN HELMETS

HANDKERCHIEFS

"AERTEX" SHIRTS AND UNDERWEAR.

CASHMERE SOCKS in plain and many smart designs.

The above have all been
marked at competitive prices;
we invite inspection.

Arriving next week

"SAXONE" FOOTWEAR — GLYNS HATS & CAPS.

GINS.

Caldbeck's Old Tom and Dry

Jas. Coultis & Co., Old Tom and Dry

Boord & Son Old Tom and Dry

Booth's No. 1 Old Tom

Plymouth (Coates & Co.)

Bols Dry Gin (London Style)

CALDBECK, MACGREGOR & CO., LTD.

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FRENCH LESSONS.

G. MOUSSON,

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MAKERS, EXPERT TUNERS & REPAIRERS.

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WHEN YOU THINK OF
BETTER SOUP & PUDDINGS

THINK OF

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MACARONI, VERMICELLI, PASTE

STARS, EGG NOODLES &c.

RING UP—2230.

JAMES STEER.

9, ION HOUSE STREET.

WATCHMAKER AND JEWELLER.

CHRONOMETERS, CLOCKS, WATCHES AND NAUTICAL

INSTRUMENTS REPAIRED UNDER MY

PERSONAL SUPERVISION.

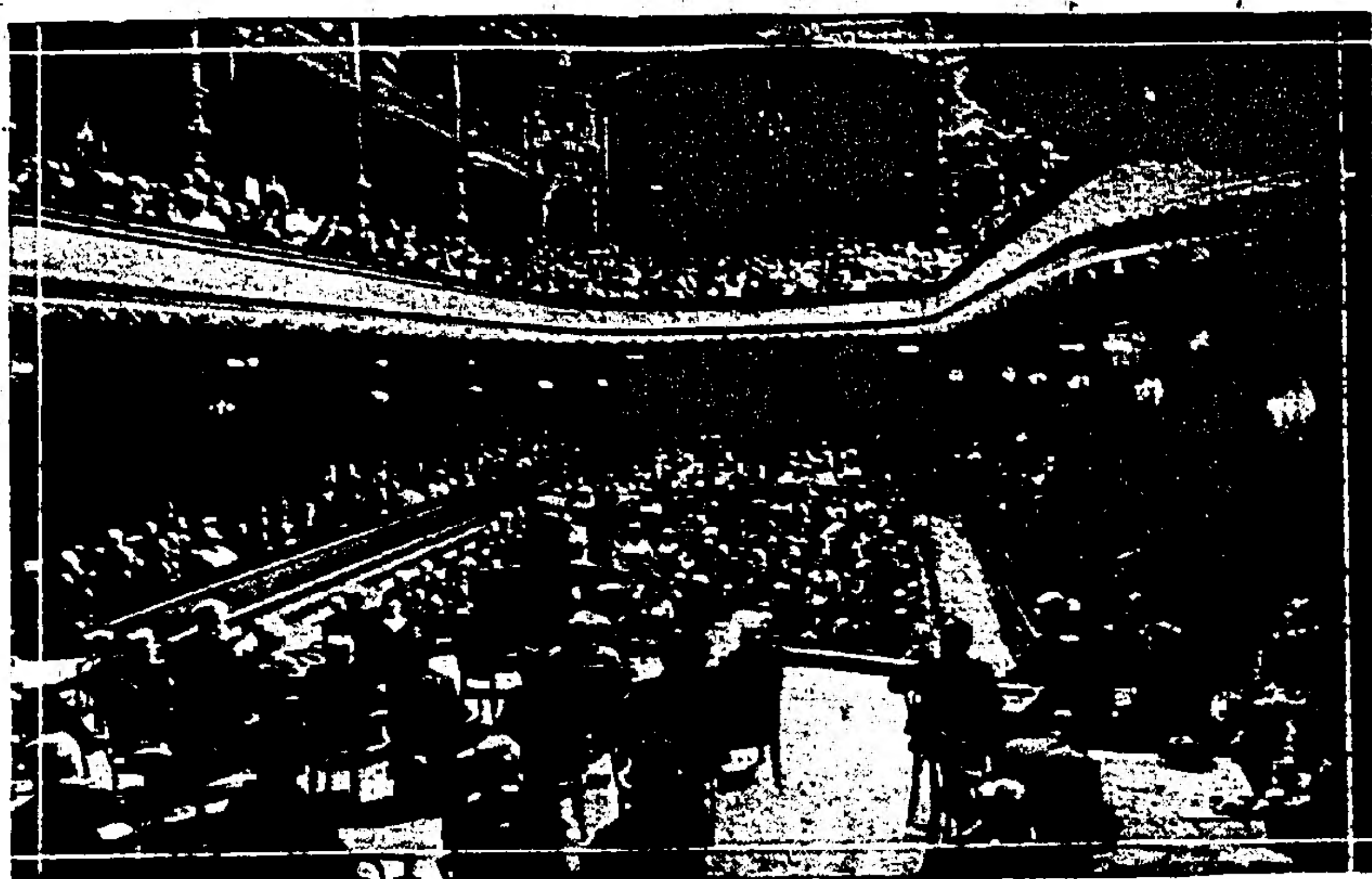
TEL 2877

TEL 2877.

CAMERA NEWS



A joke at the opening of the Red Triangle Club in London.



THE CONFERENCE OF THE ASSOCIATION FOR THE LEAGUE OF NATIONS.



Babe Ruth hitting balls thrown by mechanical pitcher at Polo grounds while teammates watch the gun's "stuff." Note the ball in the air halfway toward the plate.



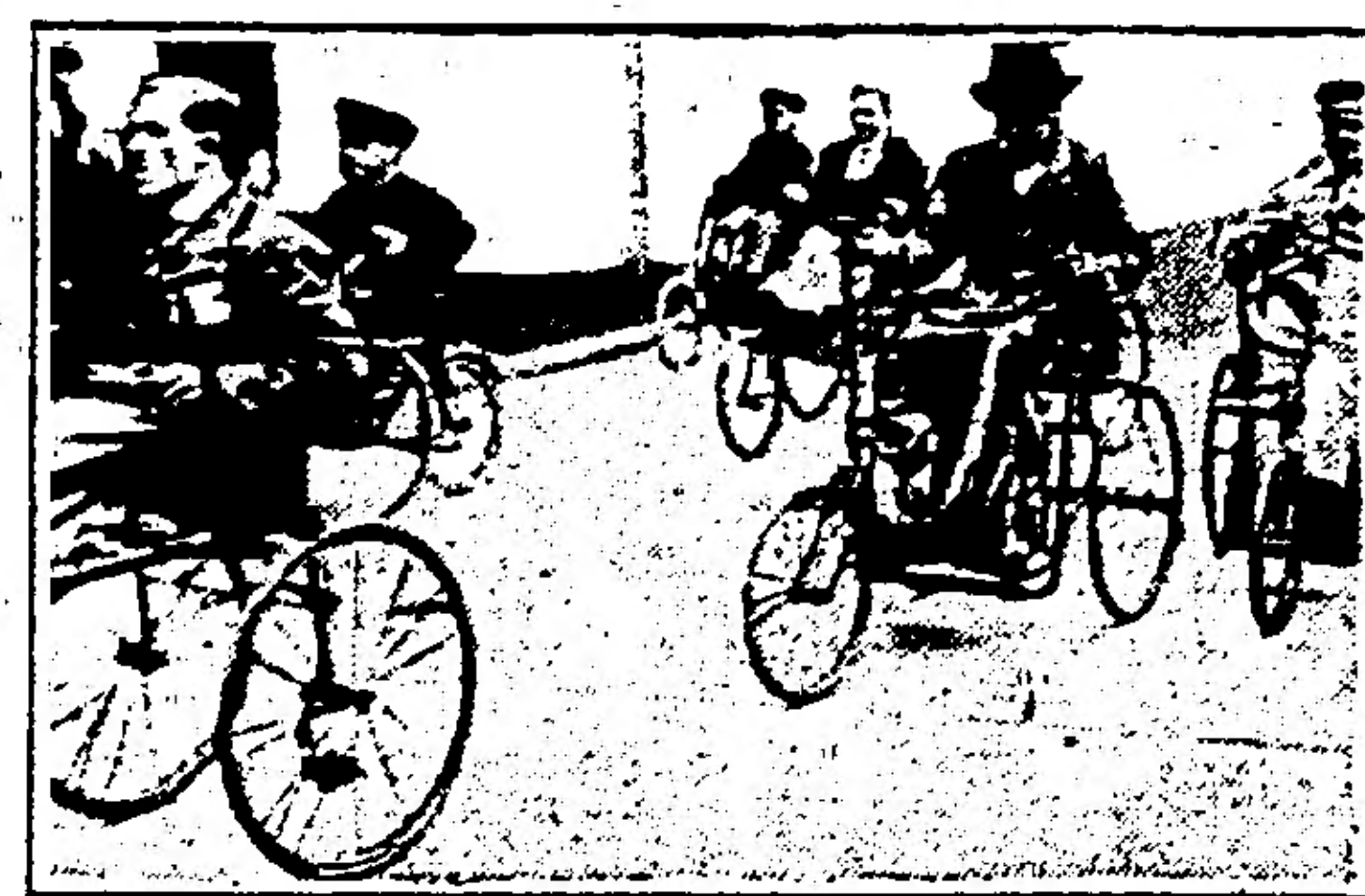
So dense was the cheering crowd that wanted to hear Rabindranath Tagore, Indian poet, when he spoke in Berlin that women fainted. The police had to force a way into the lecture room of Berlin University where he lectured in English. Picture shows him on the steps of the university.



Tsuru Aoki. She is Mrs. Hayakawa and occasionally appears in films with him.



Sessue Hayakawa. He's a Japanese actor of more than ordinary ability.

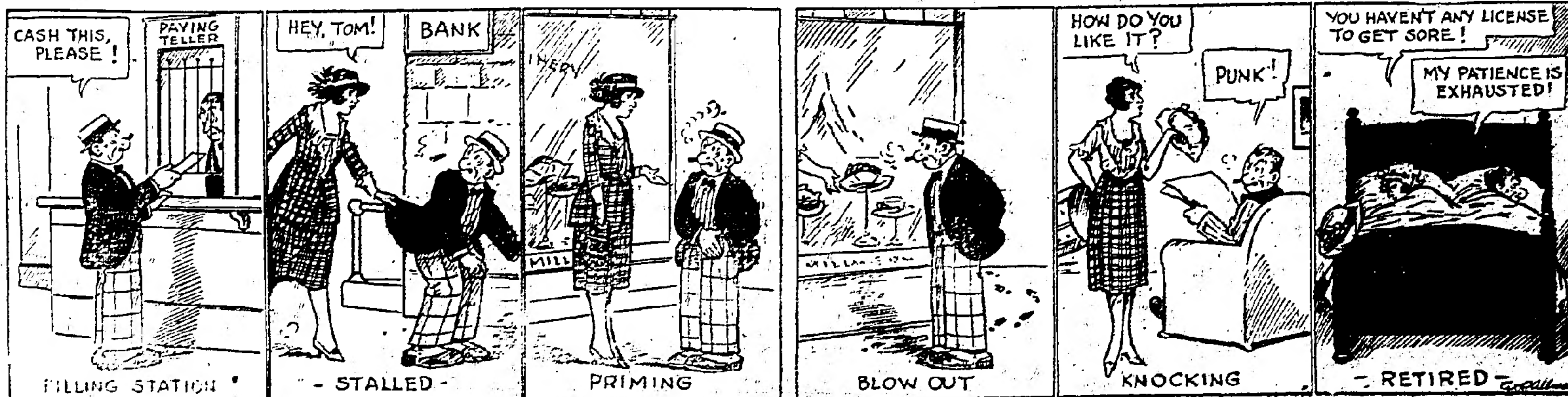


Only war cripples were allowed in a wheel-chair race recently held in Berlin.

DOINGS OF THE DUFFS

A Tragedy in Six Cylinders—

BY ALLMAN



PACIFIC SHIPPING.



HOME VIA CANADA

Hongkong to England

Shanghai, Nagasaki, (Mojji) Kobe, Yokohama, Vancouver & Montreal.

PACIFIC STEAMER	FROM HONGKONG	DUE VANCOUVER	ATLANTIC STEAMER	FROM CANADA	DUE LIVERPOOL
E. Russia	Aug. 15	Sept. 5	E. Britain	Sept. 10	Sept. 15
Monteagle	Aug. 23	Sept. 10	Malta	Sept. 23	Oct. 21
E. Asia	Sept. 15	Oct. 3	E. France	Oct. 18	Oct. 25
E. Japan	Sept. 20	Oct. 11	E. France	Oct. 18	Oct. 25
E. Russia	Oct. 15	Oct. 31	Victorian	Nov. 11	Nov. 20
Monteagle	Oct. 25	Nov. 19	E. Britain	Nov. 20	Dec. 4

Other Atlantic sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp & Havre.

Allotment of accommodation on these steamers is held in Hongkong. Through reservations made and tickets issued here. Early reservation necessary.

Three Trans-continental Trains Daily.
Standard Sleeping cars, Compartments & Drawing rooms.

Canadian Pacific Hotel at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC OCEAN SERVICES, LTD.

Hongkong Office Telephone 732. Cable Address GAFPCANAC.



HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE ISLAND SEA, JAPAN & HONOLULU

"THE PATHWAY OF THE SUN"

Steamers	Tons	Leave Hongkong	Steamers	Tons	Leave Shanghai
TAIYO M.	22,000	Aug. 12, 11 a.m.	KOREA M.	20,000	Sept. 10
SIBERIA M.	20,000	Aug. 27	SHINYO M.	22,000	Sept. 2
TENYO M.	22,000	Sept. 9	PERSEA M.	9,000	Oct. 1

Calling at Dairen. * Omitting at Shanghai.

Calling at Dairen.

Quitting at Shanghai.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO DE SALIN, CPT Z. BALBOA, CALLAO, MULLENDO, ARIKA & IQUIQUE.

THENCE BY TRANS-ANDAN ROUTE TO BUENOS AYRES.

STEAMERS: GINYO MARU 16,500, about Aug. 25th.

ANYO MARU 18,700, Sept. 20th.

For full information regarding passengers, freight, and other applicable terms.

Y. TSUTSUMI, Manager.

King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton: Messrs. T. E. GRIFFITH, LTD.

STRUTHERS & DIXON, INC.

GREEN STAR LINE

Operating for Eastern services for account of the

UNITED STATES SHIPPING BOARD.

TO SINGAPORE.

TO VANCOUVER & SEATTLE (via MANILA.)

"WEST ISON" ... 30th Aug.

TO LOS ANGELES & SAN FRANCISCO.

(Via Shanghai, Japan & Honolulu.)

"WEST JENA" ... 30th August.

Also, cargo accepted for Transshipment at San Francisco and or Seattle to weekly sailings for NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK & BOSTON.

Through Bills of Lading issued to all U.S. and Canadian Overland Common Points.

HONGKONG OFFICE - 1 Door Post Office Building, 12, Des Voeux Rd., Tel. 3008.



AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

HONGKONG TO SAN FRANCISCO.

via Shanghai, Japan Ports and Honolulu.

S.S. NANKING	S.S. NILE	S.S. CHINA
Sept. 18th	Oct. 22nd	Nov. 3rd

HONGKONG TO SINGAPORE.

S.S. NANKING S.S. NILE S.S. CHINA

Aug. 31st Oct. 4th Oct. 15th

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada also.
Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

PRINCE'S BUILDING, TELEPHONE, PASSENGER DEPT. No. 1934. ICE HOUSE STREET, TEL. FREIGHT DEPT. & AGENT. No. 2161.

PACIFIC SHIPPING.



SAILINGS FROM HONGKONG FOR NEW YORK & BOSTON.

STEAMERS	SAILING DATE
"ESTHER DOLLAR" ... via Suez	15TH AUG.
"BESSIE DOLLAR" ... via Panama	25TH SEPT.

Through Bills of Lading issued to all Over Land Common Points in the United States and Canada.

For Particulars and Rates apply to—

THE ROBERT DOLLAR CO.

GENERAL POST OFFICE BUILDING TEL 792
THIRD FLOOR 795.

Operating following U.S. Shipping Board Steamers.

PASSENGER & FREIGHT SERVICE.

FOR VICTORIA, B.C. & SEATTLE.

Calling Shanghai, Kobe and Yokohama.

S.S. Silver State	From Hongkong	Arrive Seattle
City of Spokane	Aug. 13	Sept. 2
Keystone State	Aug. 16	Sept. 22
Wenatchee	Sept. 2	Oct. 22

PASSENGER & FREIGHT FOR TRIESTE & HAMBURG.

S.S. CHINA SEAS ... August 25.

FOR PORTLAND DIRECT.

Calling Manila, Shanghai, Kobe & Yokohama.

S.S. Abercrombie ... Sept. 5.
Through Bills of Lading issued to Overland common points Passengers and Freight Particulars.

THE ADMIRAL LINE

Telephones 2477 & 2478. 5th Floor Hotel Mansions.



PACIFIC STEAMSHIP CO.

REGULAR SERVICE

SAIGON-SINGAPORE-BATAVIA and other JAVA PORTS.

PASSENGERS & FREIGHT.

FOR SINGAPORE DIRECT.

GLYMONT	Sailing	Sept. 2
CADAREITA	Sailing	Sept. 15

FREIGHT ONLY.

FOR SAIGON.

LAKE FARRAR	Freight	Sailing Aug. 16.
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OPERATED FOR ACCOUNT OF U.S. BOARD.

OFFICES

5th Floor Hotel Mansions. PASSENGER OFFICE.

Tel. 2477 & 2478. Queen's Bldg. 2, Ice House St.

SERVICE TO UNITED STATES.

FOR NEW YORK and BOSTON.

S.S. BELLFLOWER Aug. 15th.

For freight space and particulars apply to—

BARBER STEAMSHIP LINE INC..

THE ADMIRAL LINE

AGENTS.

Telephones 2477 & 2478. 5th floor, Hotel Mansions.

WATERHOUSE LINE.

REGULAR TRANS-PACIFIC FREIGHT SERVICE

Operating U. S. Shipping Board steamers

Between

SEATTLE-TACOMA-VICTORIA-VANCOUVER

and

CHINA, JAPAN and PHILIPPINE ISLAND PORTS.

S.S. WEST JESTER Sailing about 10th September.

Further sailings to be announced later.

Through B/Ls issued to all Overland Common points in U.S. and Canada.

For rates and full particulars apply to

FRANK WATERHOUSE & CO.

3rd Floor, Prince's Building.

Telephone No. 1062.

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Oceana S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

FOR BOSTON & NEW YORK.

Sailings from Hongkong.

"ATREUS" ... via Suez Canal ... 29th August.

"CITY OF CANTON" ... via Suez Canal ... 5th September.

Calls at Boston.

Passengers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE HANK LINE, LD. HONGKONG.
HONGKONG & CANTON REISS & CO. CANTON.

(THE YAMASHITA S.S. Co., Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

KEELUNG, HONGKONG & HAIPHONG

Sailing from Hongkong.

FOR HAIPHONG via Pakhoi

S.S. "HOZUI MARU" ... on or about 18th August.

FOR KEELUNG via Swatow & Amoy

S.S. "TAIKWA MARU" ... on or about 19th August.

For further particulars, please apply to—

Branch Office, M. KOBAYASHI, AGENT.
No. 37, Bonham Strand, West, Top Floor, King's Building.
Tel. No. 153. Tel. No. 140.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Sailings.—To Canton daily at 8 a.m. & 10 p.m. (Sundays 10 p.m. only)
From Canton daily at 8 a.m. & 5 p.m. (Sundays 5 p.m. only)

SERVICE OF THE HONGKONG, CANTON & MACAO

STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

Sailing.—To Macao daily at 8 a.m. & 2 p.m. (Sundays at 9 a.m. only.)

From Macao daily at 8.00 a.m. & 2 p.m. (Sundays at 5 p.m. only)

Further information may be obtained at the Coy's Office, Hotel Mansions or from Messrs. Tuos, Cook & Sox, Booking Agents, Hongkong.

COMMERCIAL NEWS

INSURANCE COMPANY REGULATIONS IN JAPAN.

A new ordinance will operate as from August 13 Japan in regard to deposits by insurance companies. The ordinance provides that in value-paper, which may be used by insurance companies as substitutes for sums to be deposited by them (with the Government), shall be national bonds, the substitute value of which shall be determined by their face value. The ordinance further provides that deposits of value-papers, other than national bonds made prior to the enforcement of this ordinance shall, the provisions of this ordinance notwithstanding, continue valid for ten years from the day of enforcement of this ordinance in the case of local bonds and for five years in the case of other bonds.

SHANGHAI SHARE MARKET.

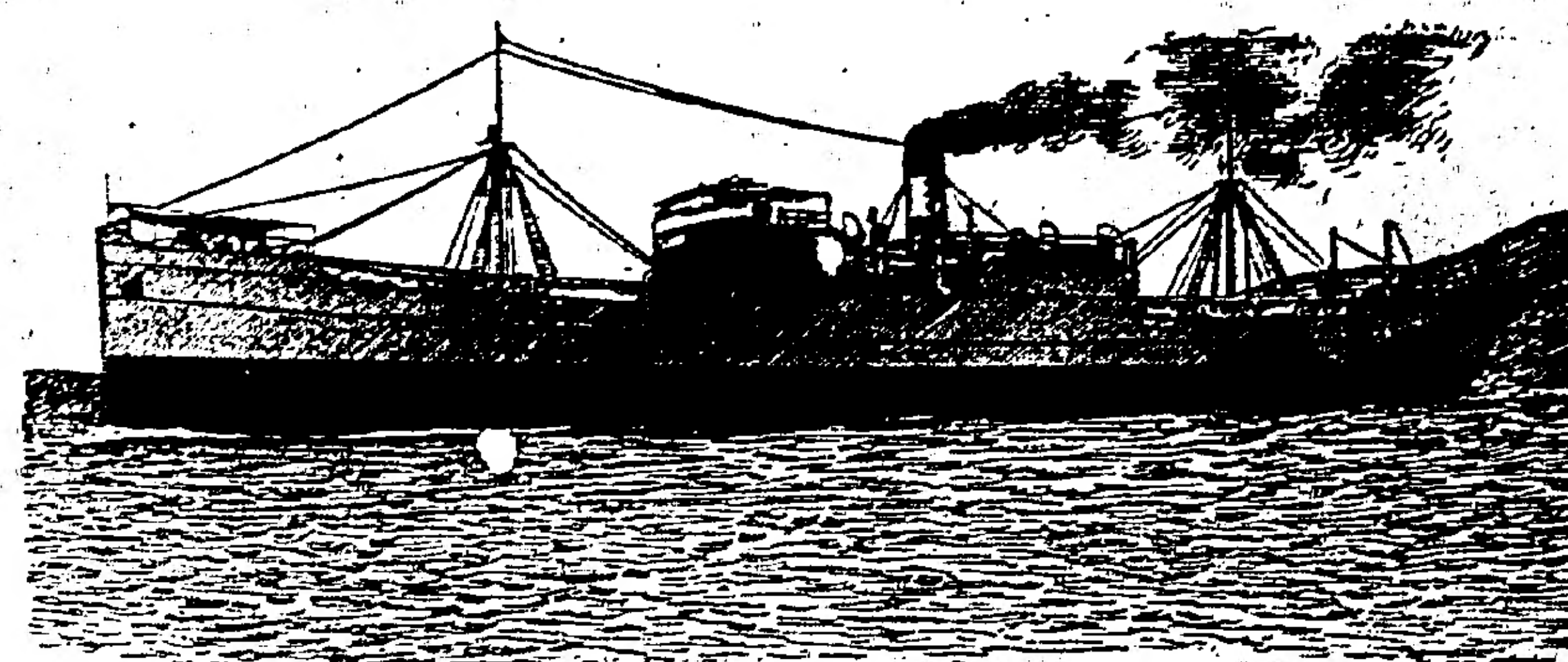
Messrs. A. L. Anderson and Co., Shanghai, in their circular of 30th July, state:—With wars and rumours of wars up-country, with a number of clients' and some members escaping the Shanghai heat elsewhere, it is not to be wondered that business on Change is at a standstill. Cottons generally are easier. Docking shares are neglected, and Rabbits once more deserted. In Banks and Lands alone there is a little business doing. Debentures.—No quotations were recorded. The balance of the French Municipal Council 8 per cent. silver loan (1921) is still available. Hongkong and Shanghai Bank.—A smart rise took place in London during the week, namely from £91½ to £93. Hongkong has buyers at £700, and "rights" were marketed here at \$140. Shanghai Tug and Lighter Co.—An interim dividend of 3½ per cent. on "preference" shares and 1½ on "ordinary" shares has been declared payable on 14th proximo.

FUEL-OIL TANKS.

The tests of fuel oil tanks made by the American Bureau of Standards were discussed by Mr. G. A. Smith in a paper read at a recent meeting of the American Concrete Institute. The tanks were made of concrete and tested under varying heads, the top of the tanks being made tight by imitation leather gaskets. One fact emphasized is that the effect of certain organic oils on the concrete is greater than that of mineral oils. For example, coconut oil, linseed oil and neat's-foot oil all attacked the concrete. It was found that the addition of hydrated lime to the extent of from 5 to 10 per cent. had no beneficial effect in the case of rich mixtures, and that while well-mixed and properly-placed concrete in the proportions of 1:1-1/2:3 appeared to be satisfactory for use in tanks for storing some grades of fuel oil, the use of concrete tanks, as ordinarily constructed, could not be recommended for the storage of either kerosene or petrol.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO," HONGKONG

Codes Used: A1: A.B.C. Fifth Edition Engineering, First and Second Edition.
Western Union and WatkinsDock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,
Iron and Brass Founders, Forge Masters, Electricians

S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.: 5,195 ton gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,
to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DYER, B.S.C., M.I.N.A., KOWLOON DOCK HONGKONG

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)

STRAITS & BURMA, Ceylon, India, Persian Gulf, West Indies, Mauritius, East & South Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Europe, etc.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
MANILA	7,200	25th Aug.	M'les. London & Antwerp.
DUNERA	5,400	26th Aug.	S'pore, Colombo & R'bay.
KASHMIR	9,000	2nd Sept.	M'les. London & Antwerp.
KHYBER	9,000	16th Sept.	M'les. London & Antwerp.
KHIVA	9,000	14th Oct.	M'les. London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

JAPAN	6,100	18th Aug.	Calcutta via Straits.
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EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	22nd Aug.	Melbourne via Manila, Thursday
EASTERN	4,000	19th Sept.	Island, Townsville, Brisbane and Sydney.

SAILINGS TO SHANGHAI & JAPAN.

ARRATON A.	4,500	11 Aug. 10 a.m.	Amoy, Shanghai & Kobe
KHYBER	9,000	18th Aug.	Shanghai & Japan.
TANDA	7,000	19th Aug.	Shanghai & Japan.

All dates are approximate and subject to alteration without notice.
 WIRELESS ON ALL STEAMERS.
 Passes Mailing on, more than 500 lbs. & 100 lbs. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freights, etc., apply to

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central. Agents.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA or VANCOUVER via Manila, Keelung, Shanghai and Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

FUSHIMI MARU (Omitting Manila) Tuesday, 23rd Aug. at 11 a.m.

KATORI MARU Friday, 9th Sept. at 11 a.m.

KASHIMA M. (Omitting Manila) Tuesday, 4th Oct. at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said & Marseilles.

KLEIST ... Sunday, 14th Aug. at 11 a.m.

MISHIMA MARU ... Friday, 19th Aug. at 11 a.m.

HAMBURG, LONDON & ROTTERDAM.

TOTTORI MARU ... Monday, 22nd August.

LIVERPOOL & MARSEILLES via Suez.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

AKI MARU ... Tuesday, 16th Aug. at 11 a.m.

TASGO MARU ... Tuesday, 20th Sept. at 11 a.m.

NEW YORK VIA PANAMA.

LYONS MARU ... Thursday, 18th August.

TAKAOKA MARU ... Thursday, 25th August.

SOUTH AMERICAN PORTS via Cape.

KANAGAWA MARU ... Friday, 16th September.

BOMBAY & COLOMBO via Singapore.

MORIOKA MARU ... Saturday, 20th August.

TAMBA MARU ... Friday, 2nd September.

CALCUTTA & RANGOON via Singapore & Penang.

HAKODATE MARU ... Wednesday, 10th August.

YEBOSHI MARU ... Tuesday, 30th Aug.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU ... Friday, 19th Aug. at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

MITO MARU ... Wednesday, 17th August.

INABA MARU ... Friday, 19th Aug. at 11 a.m.

For further information apply to— NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. K. KAMEI, Manager.

JAVA-CHINA-JAPAN LIJN.



Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjiuwong	Hongkong	in port	12th Aug.	Belawan-Deli-Java
Tjikini	Java	in port	17th Aug.	Shanghai
Tjilboet	Japan	17th Aug.	19th Aug.	Java
Tjibodas	Java	21st Aug.	25th Aug.	Shanghai

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

JAVA PACIFIC LIJN.

NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
Simaoer	Java	23rd Aug.	2nd Sept.	San Fco direct

For Freight and Passage apply to the
 Java-China-Japan Lijn.
 Telephone No. 1574. York Buildings

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.

REGULAR SAILINGS TO NEW YORK & BOSTON

FOR NEW YORK VIA SUEZ.

S.S. "BOLTON CASTLE"

LLOYD TRIESTINO.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

For BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "TRIESTE" End of August.

FOR SHANGHAI.

S.S. "TRIESTE" Sailing on or about 18th August.

Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS.

Regular Passenger and Cargo Service to

Sailing from Colombo to South African Ports:—

S.S. "UMONA" Sailing the beginning of September.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Telephone 1030. Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
TAIWAN	21st Aug.	24th Aug.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36. Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM & CONTINENT.

Steamers	Sailing
London Rotterdam H'burg & G'gow...Kasama	11th Aug.
London Rotterdam Hamburg...Sandon Hall	19th Sept.
London Rotterdam H'burg & G'gow...Kentucky	11th Oct.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton General Agents.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel	Due Hongkong.
M.V. "GLENARIFFE"	21st Aug.
"GLENARA"	4th Sept.
"GLENAPP"	30th Sept.
"CARNARVONSHIRE"	10th Oct.

HOMEWARDS.

Vessel	Leaves Hongkong.	Discharges.
M.V. "GLENADE"	3rd Sept.	GENOA, L'DON, R'DAM & H'BURG
"GLENAMAY"	6th Sept.	GLASGOW, L'DON & ROTTERDAM
"GLENARA"	25th Sept.	GENOA, R'DAM, H'BURG & HULL
"GLENARIFFE"	26th Sept.	GLASGOW & ROTTERDAM

Movements are subject to change without notice.

For freight or further particulars please apply to:—

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.

Telephone No. 215, sub-ex. 23 and 3695

CHINA-AUSTRALIA MAIL S.S. LINE.

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.

S.S. "VICTORIA" Sailing on or about the 20th Aug.

For Freight and Passage apply to—

THE CHINA & AUSTRALIA S.S. CO. LTD.

Tel. 3307. Agents 113, Connaught Road Central.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
STRAITS & Calcutta	Chaksang	Fri., 12th Aug. at 3 p.m.
MANILA	Yucan	Fri., 12th Aug. at 3 p.m.
T'HSIN via W'wei, C'foo Cheongshing	Sat., 13th Aug. at noon.	
SHANGHAI	Haasang	Sun., 14th Aug. at 8 a.m.
SHANGHAI via Swatow Kwongseang	Sun., 14th Aug. at 8 a.m.	
HAIPHONG via Hoihow Takase	Tues., 16th Aug. at 8 a.m.	
KOBE via Shanghai	Tues., 16th Aug. at 10 a.m.	
BANGKOK via Swatow Mingsang	Tues., 16th Aug. at 10 a.m.	
SANDAKAN	Yannis	Thurs. 25th Aug. at noon.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returns from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon. SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNED LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers a.s. "HINSANG" & a.s. "YANNIS" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENTSIN LINE.—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Cheloo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "CHAKSANG" will be despatched on or about Friday, 12th Aug., at 3 p.m. for SINGAPORE, PENANG & CALCUTTA. Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to:—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI	Sunang	12th Aug. at noon.
SHANGHAI & TSINGTAO	Chenan	13th Aug. at 4 p.m.
AMOI & SHANGHAI	Shantung	13th Aug. at 4 p.m.
SWATOW & SINGAPORE	Hupoh	15th Aug. at noon.
W'WEI, CHEFOO & T'HSIN	Muchow	15th Aug. at 4 p.m.
SWATOW & BANGKOK	Kalgan	16th Aug. at 10 a.m.
SHANGHAI	Sinkiang	16th Aug. at noon.
H'HOW, PHOI & H'PHONG	Kahong	17th Aug. at 9 a.m.
SHANGHAI	Soochow	18th Aug. at noon.
MANILA, CEBU & ILOILO	Taming	19th Aug. at 4 p.m.
SHANGHAI & TSINGTAO	Yingchow	20th Aug. at 4 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'ow. For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Agents.

Telephone No. 36.

Hongkong Aug. 11, 1921

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Maiching	A. H. Stewart	FRI., 12th Aug. at 2 p.m.
Hailong	W. Cooper	TUES., 16th Aug. at 2 p.m.
Hailong	W. C. Parvatore	FRI., 19th Aug. at 2 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage apply to

Douglas Lapraik & Co.,

General Managers.

NANYO YUSEN KAISHA.

The South Sea Mail S.S. Co., Ltd.)

Regular freight and passenger service

between

JAPAN HONGKONG & JAVA.

Sailings subject to alteration.

FOR JAVA.

Ports of call:—Batavia, Samarang, Sourabaya, Macassar and Balikpapan.

S.S. "Samarang Maru" ... Sailing on or about 21st Aug.

FOR JAPAN.

Ports of call:—Mojji, Kobe, Osaka and Yokohama.

S.S. "Cheribon Maru" ... Sailing on or about 20th August.

All steamers have excellent passenger accommodations, and are fitted with Electric Light, Fans and Wireless Telegraphy. For further particulars please apply to:—

K. SUZUKI,

No 5, Queen's Road Central. Tel. No. 2206.

Manager.

SHIPPING NEWS.

SALVAGE OF THE ALTENBURG.

Salvage operations are proceeding satisfactorily on the a. Altenburg, which foundered near the Hareborough Light, near Lima Island, in October last. The Altenburg sank in exactly the same place as the a. Glenroy, wrecked during the war, and the boilers of the latter vessel are giving trouble to the salvors of the Altenburg.

ELECTRICALLY-DRIVEN BATTLESHIP.

The design of the coal and oil supply ship of 30,000 tons, for fueling the various units of the Japanese Navy, was worked out by the New York Shipbuilding Corporation in accordance with the requirements laid down by the Imperial Japanese Naval Commission. The waterline length will be 496-ft., with a beam of 62-ft. The vessel will be electrically driven, and will have twin screws with a total of 7,500 h.p., which will give the ship a loaded speed of 15 knots. She will be constructed with both oil and coal bunkers, and a special feature will be the installation of an anti-torpedo-boat battery.

SINGAPORE RIVER IMPROVEMENTS.

Messrs. Coode Matthews, Fitzmaurice and Wilson have reported to the Straits Government on "Singapore River Improvements." This was reported on by the same firm in 1901 and in 1906, and the Chamber of Commerce again brought up the subject in 1919. Hence this further report. As engineers, the firm had to supply a scheme, if it were decided to "improve" the river, and they submit a \$15,000,000 plan for building concrete walls on either side, with the raising of the bridges and the strengthening of the abutments. But they are not enthusiastic about it, indeed they damn it with faint praise.

NEW SHANTUNG PORT.

With regard to the opening of a port at Tsingchow, Shantung, it is reported that a company has been fully organized to carry out the scheme. It is said that the Shantung provincial authorities and the various Ministries concerned in Peking are ready to support the undertaking. The company has already collected \$3,000,000 and proposed that the Government should furnish the remaining \$200,000. It is understood that the Ministry of Finance has offered to provide Treasury Bonds for that amount, and that the Shuiwuchu is considering the question of establishing a Customs station at the port.

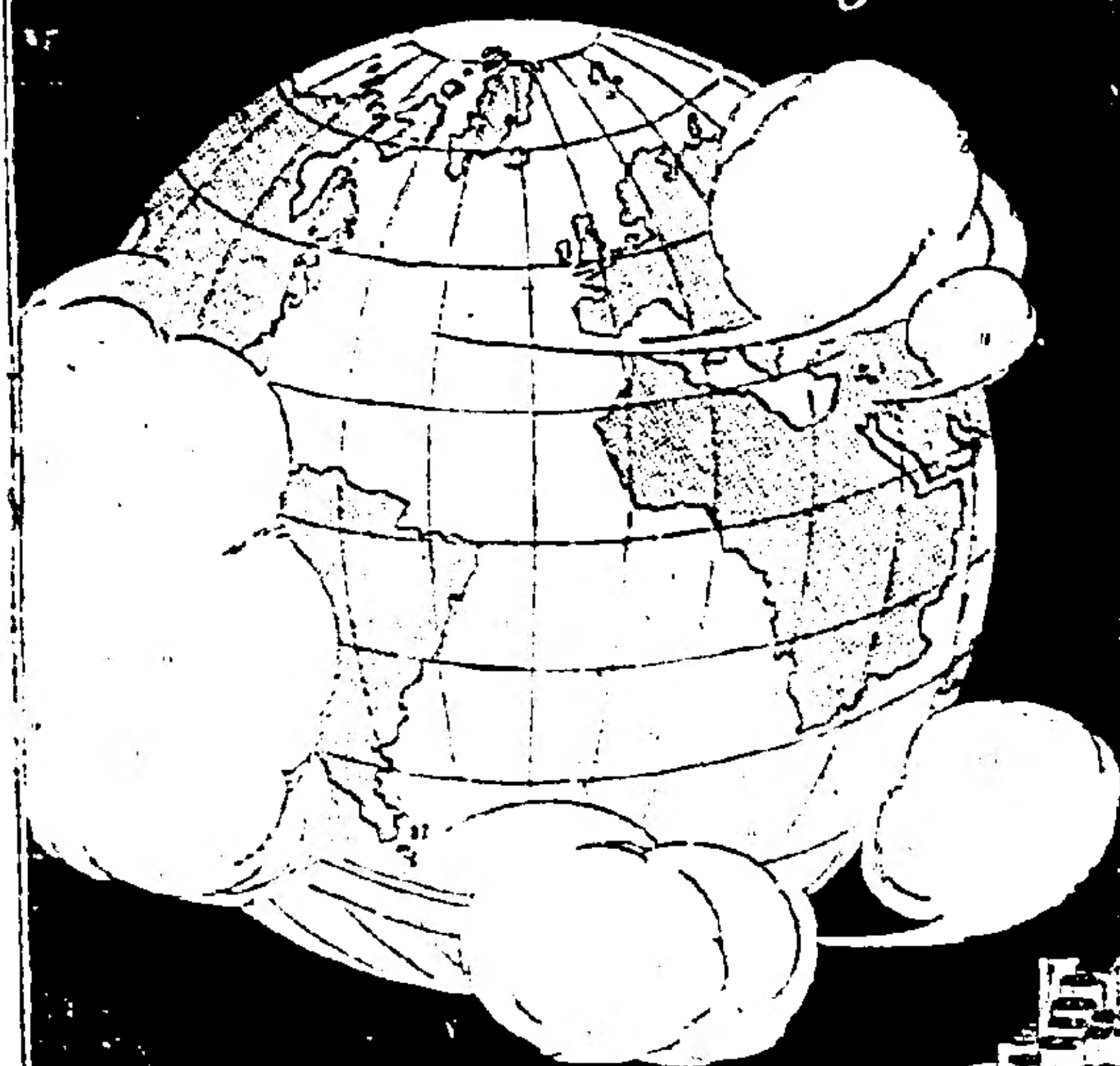
MOTOR PASSENGER LINER.

Trials of the machinery of the motor passenger liner Donals were completed recently, and the engines have now been installed in the vessel, which will probably be the first large passenger boat to go to sea equipped with internal-combustion engines. She has been constructed for the British India Steam Navigation Company, and that the machinery was built by the North British Diesel Engine Works at Glasgow. The engines are of a new type, designed by the builders, but in most respects they follow conventional lines, operating on the four-cycle principle. Each motor has eight cylinders 26½-in. in diameter and 47-in. in stroke, the output being about 2,350 i.h.p. or 2,000 h.p. at 95 r.p.m. The only feature that calls for comment in the design is the method adopted for reversing, which is a more complicated problem in four-cycle machinery than in two-cycle engines, on account of the number of valves involved. In the North British engine there are two side-by-side cams for the operation of each valve, one for astern and one for ahead running. Before the camshaft can be moved to bring the astern cams into action, the valve levers must be placed out of contact with the cams, else they would foul the levers in their movement. Usually this is effected by lifting the valve levers off the cams, but in the new engine the camshaft is carried in movable bearings on a shaft below the camshaft. This eccentric shaft is turned before reversing, thus allowing the camshaft to drop bodily two or three inches, until the cams are clear of the levers. The camshaft is next moved fore and aft and then lifted again until the cams are in contact with the levers. Another unusual feature in the design is the elimination of the air compressors from the main engines. For the supply of the starting and injection air two separate compressors are to be installed in the engine-room, each driven by a 400 h.p. six-cylinder Diesel engine. One of these sets will be sufficient to supply both engines under normal conditions.

NOTICES.

The Three Castles

Virginia Cigarettes



Smoked
round the
World.

Guaranteed
manufactured
in England...

Made in—Regular,
Magnum and Super
Magnum Sizes.



Manufactured by the Hongkong Tobacco Co. (China), Ltd.

TO-DAY'S SHARE QUOTATIONS.

OFFICIAL PRICES—	
Banks.	
H.K. & S. Bank	b. 735
Indos	b. 417 1/2
Indo of E. Asia	b. 152
Marine Insurances.	
London	b. 405
North China	b. 144
Indos	b. 245 sa.
Yangtze	b. 245
Far Eastern	b. 22
Fire Insurances.	
China Fire	b. 120
H. K. Fire	b. 325
Shipping.	
Douglas	b. 54 1/2
H.K. Steamboats	b. ex div. 25 1/2
Indos (Pref.)	b. 38
Indo Def. Loan/Rez.	b. 280
Indo Def. H.K. Reg. n.	b. 277 1/2
Shells	b. 102 1/2
Porters	b. 28
Refineries.	
Sukara	n. 193
Malabons	n. 55
Mining.	
Kailans	b. 82 1/2
Langkai	b. 10 1/2
Shanghai Loan	b. 10 1/2
Shai Explorations	b. \$1
Raub	b. 22 1/2
Tromps	b. 13 1/2
Ural Caspian	s. 12 1/2
Docks, Wharves, Godowns, &c.	
H.K. Wharves	sa. 91
H.K. Docks	b. 193
Shai Docks	n. 125 1/2
N. Engineerings	n. 124 1/2
Lands, Hotels & Buildings.	
Centrais	b. 140
H.K. Hotels	b. 211
H.K. Lands	b. & sa. 197
H. Phreys Est.	b. 10
K'loon Lands	b. 38
L. Reclamations	b. 125
West Points	b. 50

Cotton Mills.

Kung Yik	b. 22 1/2
Lau Kung Mow	b. 17
Oriental	sa. 155
Shai Cotton	sa. 155
Yanzetpoo	sa. 155
Miscellaneous.	
Cement	b. 17 1/2 sa. 17 1/2
China Light oil	b. 11
Do. Light new	b. 10 1/2
China Provident	n. 12 1/2
Dairy Farms	b. & sa. 26 1/2
Electric H.K.	b. 23 1/2
Electric Macao	b. 22
Hongkong Ropes	b. 25
Hk. Tramways	b. 13 1/2
Peak Trams, old	n. 9
Do. new	n. 1
Steam Laundries	b. 8 1/2
Steel Foundries	b. 10 1/2
Water-boat	n. 15
Watsons	b. 8 1/2 sa. 8 1/2
Wm. Powells	b. 18 1/2
Wisemans b. ex rts. cum div.	31
do New issue	n. 25

METEOROLOGICAL.

	Previous Day	on date.	on date.
Barometer	29.76	29.72	29.70
Temperature	83	77	8
Humidity	77	95	68
Wind Direction	E. CALM	W.S.W.	
Wind Force	3	0	2
Weather	ca. bm.	c.	
Rain	0.63	0.00	0.02
Highest open air			
Temperature on the	10th	84	
Lowest open air			
Temperature on the	11th	77	
T. F. CLAXTON, Director.			
H. K. Observatory, Aug. 11.			

WEATHER REPORT.

August 11th, 1921. — Warm, but to Hongkong, Coast Ports, &c. — A severe typhoon within 30 miles of Lat. 16° N. and Long. 124° E. moving N.W.W. — August 11th, 1921. — Pressure has decreased considerably over the Loochoos, moderately from Shanghai to Formosa, and from Guam to the Bonins, and slightly from Hongkong to the Visayas. A severe typhoon is shown a little to the south-east of Naha travelling N.W.W. There is also a depression or typhoon to the north-east of Guam. Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.02 inches. Total since January 1st, 73.49 inches, against an average of 57.13 inches. FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW. District. Forecast. 1 Hongkong to Cap Rock. E. or variable winds, light; fine. 2 Formosa Channel. W. winds, moderate. 3 South coast of China between H.K. & Lanouks. The same as No. 1. 4 South coast of China between H.K. & Hainan. The same as No. 1. T. F. CLAXTON, Director. H. K. Observatory, Aug. 11, 1921.

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RIVER LEVELS.

As a guide to skippers and others interested in the water levels of the river we have been requested by the Board of Conservancy Works of Kwangtung to publish the following table of water levels. The levels are taken at 10 a.m. each day.

River Observations		Highest W. L. recorded	Lowest W. L. recorded	W. L. Aug. 9	W. L. Aug. 10	W. L. Aug. 11
Feet		Feet	Feet	Feet	Feet	Feet
Wuchow.	West River	19.50	2.42	29.60	28.60	
Kongmoon.	"	14.70	0.80	6.20	6.10	
Linkonghew.	North	27.00	0	6.00	7.00	
Samsui.	"	27.25	5.00	9.00	8.70	
Sheklung.	East	15.15	0.93	1.51	2.59	

PEAK TRAMWAYS CO., LTD.

TIME TABLE.	
WEEK DAYS.	
7.00 a.m. to 9.00 a.m.	Every 15 min.
9.00 a.m. to 10.00 a.m.	" 15 min.
10.00 a.m. to 11.00 a.m.	" 15 min.
11.00 a.m. to 12.00 p.m.	" 15 min.
12.00 p.m. to 1.00 p.m.	" 15 min.
1.00 p.m. to 2.00 p.m.	" 15 min.
2.00 p.m. to 3.00 p.m.	" 15 min.
3.00 p.m. to 4.00 p.m.	" 15 min.
4.00 p.m. to 5.00 p.m.	" 15 min.
5.00 p.m. to 6.00 p.m.	" 15 min.
SATURDAYS.	
7.30 a.m. to 10.30 a.m.	Every 15 min.
10.30 a.m. to 11.30 a.m.	" 15 min.
11.30 a.m. to 12.30 p.m.	" 15 min.
12.30 p.m. to 1.30 p.m.	" 15 min.
1.30 p.m. to 2.30 p.m.	" 15 min.
2.30 p.m. to 3.30 p.m.	" 15 min.
3.30 p.m. to 4.30 p.m.	" 15 min.
4.30 p.m. to 5.30 p.m.	" 15 min.
5.30 p.m. to 6.30 p.m.	" 15 min.
SUNDAYS.	
7.30 a.m. to 10.30 a.m.	Every 15 min.
10.30 a.m. to 11.30 a.m.	" 15 min.
11.30 a.m. to 12.30 p.m.	" 15 min.
12.30 p.m. to 1.30 p.m.	" 15 min.
1.30 p.m. to 2.30 p.m.	" 15 min.
2.30 p.m. to 3.30 p.m.	" 15 min.
3.30 p.m. to 4.30 p.m.	" 15 min.
4.30 p.m. to 5.30 p.m.	" 15 min.
5.30 p.m. to 6.30 p.m.	" 15 min.
NIGHT CARS.	
8.00 p.m. to 8.30 p.m.	Every 15 min.
8.30 p.m. to 11.30 p.m.	Every 30 min.
SPECIAL CARS.	
By arrangement at the company's office, ARKADIA BUILDING, 100 YICK ST.	

TIDE TABLE.

8th to 14th Aug., 1921.	
Day	Time
Mon. 8	High Water 4.47, Low Water 6.30
Tues. 9	High Water 5.15, Low Water 6.58
Wed. 10	High Water 5.43, Low Water 7.26
Thurs. 11	High Water 6.11, Low Water 7.54
Fri. 12	High Water 6.39, Low Water 8.22
Sat. 13	High Water 7.07, Low Water 8.50
Sun. 14	High Water 7.35, Low Water 9.18

NOTICE.

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in

"MOLLY ENTANGLED"

RICHARD JONES

in

"IT PAYS TO EXERCISE"

EXCHANGE.

(Opening Rate: closing Rate on Page 1).
SELLING.

T/T	2/8 1/4
Demand	2/8 3/4
30 d/s	2/8 3/4
60 d/s	2/8 3/4
4 m/s	2/8 3/4
T/T Shanghai	Nom.
T/T Singapore	116 1/2
T/T Japan	102 1/2
T/T India	205
Demand, India	205
T/T San Francisco & New York	49
T/T Java	156
T/T Marks	Nom.
T/T France	627
Demand, Paris	—

BUYING.

1 m/s. L/C	2/9 1/4
1 m/s. D/P	2/10 1/4
5 m/s. L/C	2/10 1/4
30 d/s. Sydney and Melbourne	2/11 1/4
30 d/s. San Francisco & New York	52
4 m/s. Marks	Nom.
4 m/s. France	685
6 m/s. France	705
Demand, Germany	—
Demand, New York	49 1/4
T/T Bombay	Nom.
Demand, Bombay	206
T/T Calcutta	Nom.
Demand, Calcutta	206
On Yokohama	104 1/4
Demand, Manila	Nom. 104
Demand, Singapore	116 1/2
Demand, Batavia	156
On Haiphong	Nom.
On Saigon	—
On Bangkok	78
Sovereign	Nom. 7.20
Gold leaf per Tael	50
Bar Silver, ready	37
forward	36 1/2
Bank of England rates	8 1/2
New York/London	3.66

SUBSIDIARY COINS.

H'kong 50 ct. pieces	par.
10 "	1 1/2 p.m.
5 "	3/8 dis.
Canton sub. coins	15 1/2 dis.
Hongkong Aug. 11, 1921.	

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here—

Abeichi, from Osaka.
Miss Haber Hongkong Hotel, (2) from Amoy.
Fanjut, from Tientsin.
Boswell, from Kobs.
Skourky China Merchant, s.s. Hsinchang, from Shanghai.
Vitaly Hongkong Hotel, from Shanghai.
Retransmitted from Shanghai
Brent Tozer Care International Bank Corp. from New York.
Yuwoochong, from Shanghai.
0691, from Hankow.
5940, from Shanghai.

TH. KRING.
Superintendent.
Hongkong, Aug. 4, 1921.

EASTERN EXTENSION AUSTRAL-ASTA & CHINA TELEGRAPH CO.

Don, from Singapore.
Egnop, from Sydney.
Hajee, from Macao.
Gingacel, from San Francisco.
Hurdutroy, from Calcutta.
Kawamura, from Manila.
Rajmond care Chas, from Bombay.
Wildcat, from New York.

M. E. F. AIRBY.
Superintendent.
Hongkong, Aug. 4, 1921.

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